

Hillsborough, Pasco & Pinellas Tri-County Access Plan

Final Plan
July 13, 2007

Prepared for:



TRI-COUNTY ACCESS PLAN

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INTRODUCTION/BACKGROUND

BACKGROUND

President Bush signed Executive Order 13330 on February 24, 2004 creating an interdepartmental Federal Council on Access and Mobility. This council was designed to undertake collective and individual departmental actions to reduce duplication among federally funded human service transportation services, increase the efficient service delivery of such services and expand transportation access for older individuals, persons with disabilities, persons with low-income, children and other disadvantaged populations within their own communities. This initiative was continued by the 109th Congress with passage of the Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) Bill in 2005 providing transportation funding which stipulates coordinated planning.

The SAFETEA-LU legislation requires that by 2007 a plan be developed through a process that includes representatives of the public, private, and nonprofit transportation and human services providers and participation by the public. This Locally Coordinated Human Services Transportation Plan (LCHSTP) is an effort to promote a publicly driven approach to planning, coordinating and funding transportation services. The LCHSTP should contain enough information on the local demographic and markets to be used as a tool for implementing the most needed services to have the highest impact on improving transportation for the covered populations. The LCHSTP is a federal requirement for three funding programs including:

- **Special Needs of Elderly and Individuals with Disabilities (E&D) 5310** funding program provides funding, allocated by a formula, to states for capital projects to assist in meeting the transportation needs of older adults and persons with disabilities.
- **Job Access and Reverse Commute (JARC) 5316** funding program provides formula funding to states and designated recipients to support the development and maintenance of job access projects designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The JARC program also supports reverse commute projects designed to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.
- **New Freedom (NF) 5317** funding program is newly established in SAFETEA-LU. The purpose of the New Freedom program is to provide new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.). These new services are intended to assist individuals with disabilities with transportation including transportation to and from jobs and employment support services.

INTRODUCTION

The Hillsborough, Pasco, and Pinellas County Metropolitan Planning Organizations (MPOs) in partnership with the Florida Department of Transportation (FDOT) District 7 have developed this LCHSTP to meet the criteria outlined in the SAFETEA-LU legislation regarding JARC, NF, and E&D funding programs. The three MPOs, herein after referred to as the Hillsborough, Pasco & Pinellas MPOs, decided to improve upon coordinated transportation services for the Tampa Bay area by prioritizing, selecting, and funding human services transportation projects. By combining resources, the MPOs may be better able to leverage funding to support projects of regional significance that serve the target populations as well as those projects that can improve local transportation services.

The LCHSTP will assist the region in creating a broader perspective for coordinating public transportation services in the tri-county area. This planning effort is specifically meant to ensure public transportation services and improvements benefit elderly, disabled, low-income, and unemployed populations. In addition to meeting the needs of the target populations the legislation requires an extensive public involvement initiative. Although the public involvement could be completed as part of the regular metropolitan planning process, an additional effort allowed for a more detailed and people-based approach to determining transportation needs and potential solutions for target populations discussed in more detail in section 4 of the report.

This plan focuses on unmet needs for all target populations and potential solutions specifically for JARC and NF funding, as the Florida Department of Transportation will receive and administer the E&D program. The State of Florida DOT has an existing competitive selection process to administer 5310 funding to transportation providers serving the elderly and disabled that is in compliance with the federal guidelines effective May 1, 2007. FDOT staff participated in plan scope development, all public involvement efforts, and development of the project rating criteria, and will serve on the project selection committee discussed later in this document. The unmet needs and potential solutions to address the needs of the elderly and disabled populations identified in the plan will be used to support project selection under the 5310 program.

State of Florida

The State of Florida has been characterized as having a high elderly population in comparison to other states, which directly affects the provision of transportation services. Elderly populations tend to have a higher demand for transportation alternatives to sustain a healthy quality of life. As their ability to drive decreases or income restrictions prevent access to private automobiles, public services help serve the needs of these individuals. Based on the 2005

Bureau of Economic and Business Research (BEBR) projections, Florida's population is comprised of 17 percent or 3.1 million persons that are age sixty-five (65) and older.

In addition to the many older residents, 20 percent of Florida's population qualifies as having a disability according to the 2000 U.S Census. Because of their mental, physical or emotional constraints, many of these individuals require mobility assistance to access day-to-day activities. The NF Program provides a new resource to assist in the delivery of public transportation to this group.

Another target area addressed in the LCHSTP includes persons who cannot access transportation based upon affordability. According to BEBR, Florida had a relatively low unemployment rate of 4.6 percent in 2004 while the national average was 5.5 percent. Despite low unemployment rates, many residents still have difficulty obtaining their own transportation due to unemployment or low incomes. In fact 12 percent of Florida's population lived below the federal poverty level based on 2006 U.S. Census Bureau estimates. The federal poverty level is measured by size of family and number of related children under the age of 18. The 2006 poverty levels are displayed in Table 1-1 below. For mapping purposes this plan considers low-income as all single-person households with an annual household income below \$10,000 and so forth as described in Table 1-1. It should be noted, however, that many public transportation programs define low income as some percentage of the Federal Poverty Level, i.e., 200%, 150%.

**Table 1-1
2006 Federal Poverty Levels**

| Size of family unit | Related children under the age of 18 | | | | | | | | |
|------------------------------------|--------------------------------------|--------|--------|--------|--------|--------|--------|--------|---------------|
| | None | One | Two | Three | Four | Five | Six | Seven | Eight or more |
| One person (unrelated individuals) | | | | | | | | | |
| Under 65 years | 10,488 | | | | | | | | |
| 65 years and over | 9,669 | | | | | | | | |
| Two persons | | | | | | | | | |
| Households under 65 years | 13,500 | 13,896 | | | | | | | |
| Households 65 years and over | 12,186 | 13,843 | | | | | | | |
| Three persons | 15,769 | 16,227 | 16,242 | | | | | | |
| Four persons | 20,794 | 21,134 | 20,444 | 20,516 | | | | | |
| Five persons | 25,076 | 25,441 | 24,662 | 24,059 | 23,691 | | | | |
| Six persons | 28,842 | 28,957 | 28,360 | 27,788 | 26,938 | 26,434 | | | |
| Seven persons | 33,187 | 33,394 | 32,680 | 32,182 | 31,254 | 30,172 | 28,985 | | |
| Eight persons | 37,117 | 37,444 | 36,770 | 36,180 | 35,342 | 34,278 | 33,171 | 32,890 | |
| Nine persons or more | 44,649 | 44,865 | 44,269 | 43,768 | 42,945 | 41,813 | 40,790 | 40,536 | 38,975 |

Source: U.S. Census Bureau

JARC funded projects are intended to service welfare recipients or other eligible low-income persons. SAFETEA-LU defines eligible low-income persons as individuals whose family

incomes are at or below 150% of the federal poverty line, as shown in the Table 1-2 below. The New Freedom Program is intended to service individuals with disabilities and does not restrict the income level of individuals served.

**Table 1-2
Federal Poverty Levels at 150%**

| Household Size | 2007 Monthly Income Limit (150% of Federal Poverty Line) |
|----------------------------|---|
| 1 | \$1,276 |
| 2 | \$1,711 |
| 3 | \$2,146 |
| 4 | \$2,581 |
| 5 | \$3,016 |
| 6 | \$3,451 |
| 7 | \$3,886 |
| 8 | \$4,321 |
| For each additional person | + \$435 |

This statewide information highlights the reality that transportation issues are not just a local problem and also reinforces the need for more coordination to develop long-term, sustainable solutions that are available to the majority of those in need. While the local conditions vary based on the availability of adequate paying jobs, affordable housing, and existing services, the LCHSTP will provide alternatives that meet the needs of the targeted populations across the board.

Hillsborough County

Hillsborough County is located on Florida's West Coast adjacent to Pasco and Pinellas Counties and consists of 1,051 square miles. The County has a population density of 950 persons per square mile. It is the 7th ranked county of Florida's 67 counties for population density per square mile. The County encompasses four political jurisdictions: unincorporated Hillsborough County and the cities of Plant City, Tampa, and Temple Terrace. The majority of the County is urbanized, but there are still outlying rural areas that have limited public transit access.

The estimated 2005 population for Hillsborough County totaled 1.1 million, making it the fourth largest county in the state. Of this population, approximately 12 percent are age 65 and older,

20 percent have some type of disability, 4 percent are unemployed and 12 percent are living in poverty as defined by the U.S. Census Bureau. In addition to these statistics, the County's population is very diverse with a minority population of approximately 43 percent, and persons of Hispanic origin totaling 18 percent of the total population. The Hispanic population is an important factor as several of the public workshop comments noted language barriers as an issue preventing access to transportation and other social services.

Trip characteristic trends shown in the Hillsborough County Transportation Disadvantaged Service Plan 2006 – 2010 (TDSP) identify high employment within the urban core and commute patterns from within and outside of the County to access employment. Hillsborough County's continued growth has led to more demand for public transportation services, and affordable housing. Like many counties in the state of Florida housing prices in Hillsborough County are outpacing income levels. This trend leads to workers staying further out from employment sources and could create longer commute times, or increased congestion. In addition, agriculture is the second largest industry in Hillsborough County, generating a stable economic base for the county. However, many functions necessary to sustain the agriculture industry produce low paying jobs and employees that could benefit from increased public transportation options.

Pasco County

Pasco County is located on Florida's West Coast just north of Hillsborough and Pinellas Counties and consists of 745 square miles. It is the 13th ranked county of all Florida counties for population and 11th highest for population density per square mile. Pasco County has 463 persons per square mile. The estimated 2005 population for Pasco County totaled 406,898 according to BEBR's population estimates. Of this population, approximately 24 percent are age 65 and older, 26 percent have some type of disability, 4 percent are unemployed and 11 percent are living in poverty as defined by the U.S. Census Bureau. Minorities account for an estimated 8 percent of the total population.

Pasco County has experienced moderate and consistent population growth, making employment, housing, and transportation key factors in maintaining a stable economic base. Pasco County currently has a limited employment base consisting of manufacturing, government, professional services, retail, and medical jobs. With the projected growth in this area, demand for a diverse job market will exist. In order to prevent commute patterns that require residents to live in Pasco County and work in neighboring counties, supplementary employment opportunities are necessary. As additional development occurs in Pasco County, ensuring that affordable housing is located near public transit will improve the mobility choices of lower income residents and their access to employment. Pasco County, based on 2006 BEBR data, also has a lower average household income than Pinellas and Hillsborough

Counties, increasing the likelihood for residents to seek out-of-county employment. This type of job market encourages inter-county travel and creates a greater demand for public transit systems to coordinate services and offer seamless links from one county to the next.

Pinellas County

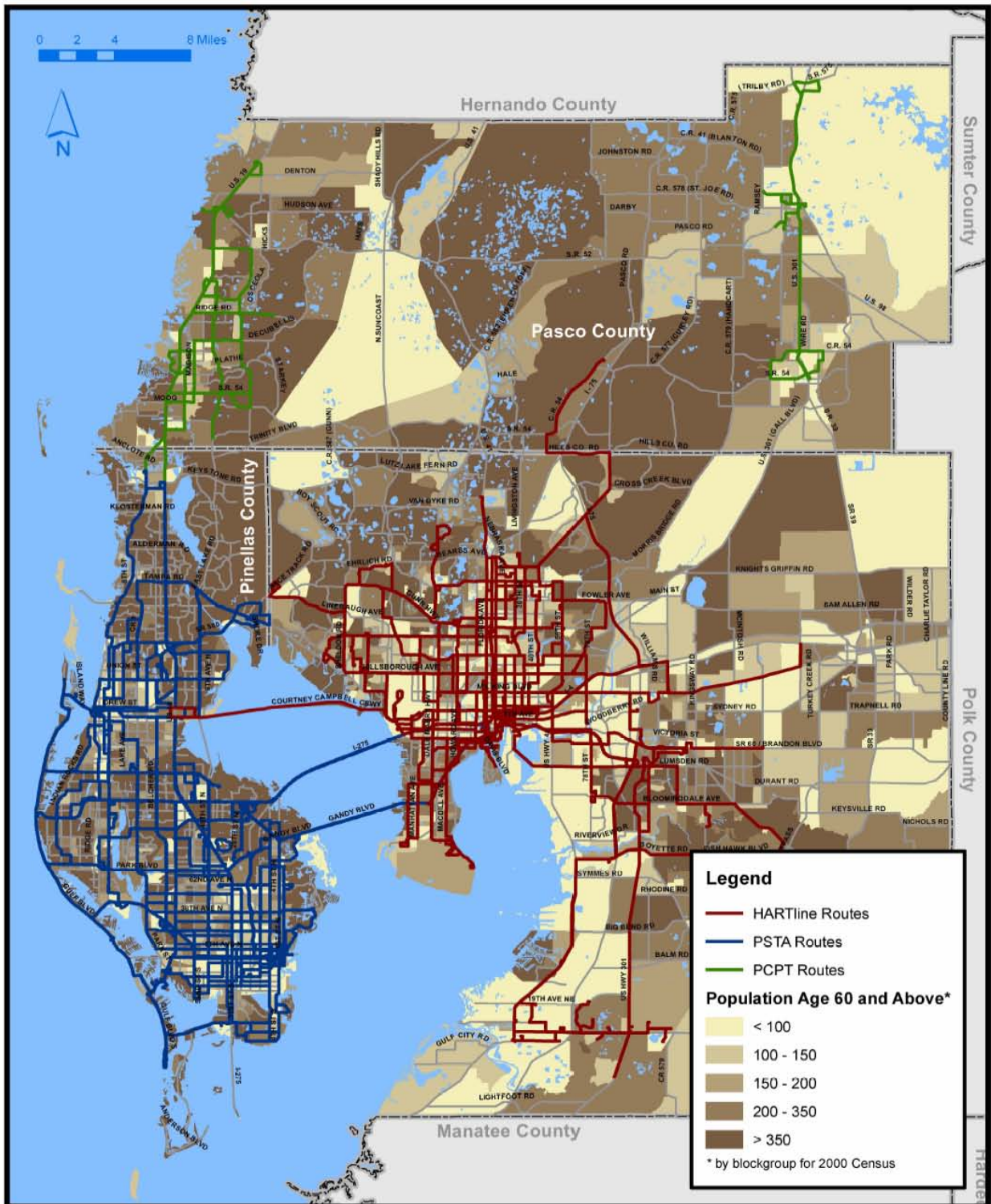
Pinellas County is a narrow 280 square mile peninsula located on Florida's West Coast just south of Pasco County and west of Hillsborough County. It is the 6th ranked county of all Florida counties for population and the highest for population density per square mile. Pinellas County has approximately 3,383 persons per square mile, making it a better environment to support transit services. While less than 5 percent of the County's land is vacant, single family homes and strip development along with an unfriendly pedestrian environment along some of the major corridors may make accessing transit difficult for some. According to BEBR's population projections, the estimated 2005 population for Pinellas County totaled 947,744. Of this population, approximately 21 percent are age 65 and older, 22 percent have some type of disability, 4 percent are unemployed, and 11 percent are living in poverty as defined by the U.S. Census Bureau. Minorities account for an estimated 14 percent of the total population.

Pinellas County has experienced moderate and consistent population growth, with an employment market comprised of primarily service industry employment. The second largest employment base in Pinellas County is trade (retail and wholesale). Due to moderate-to-low pay in these two fields, which comprise 63 percent of the total employment, public transit is vital to assist low-wage workers.

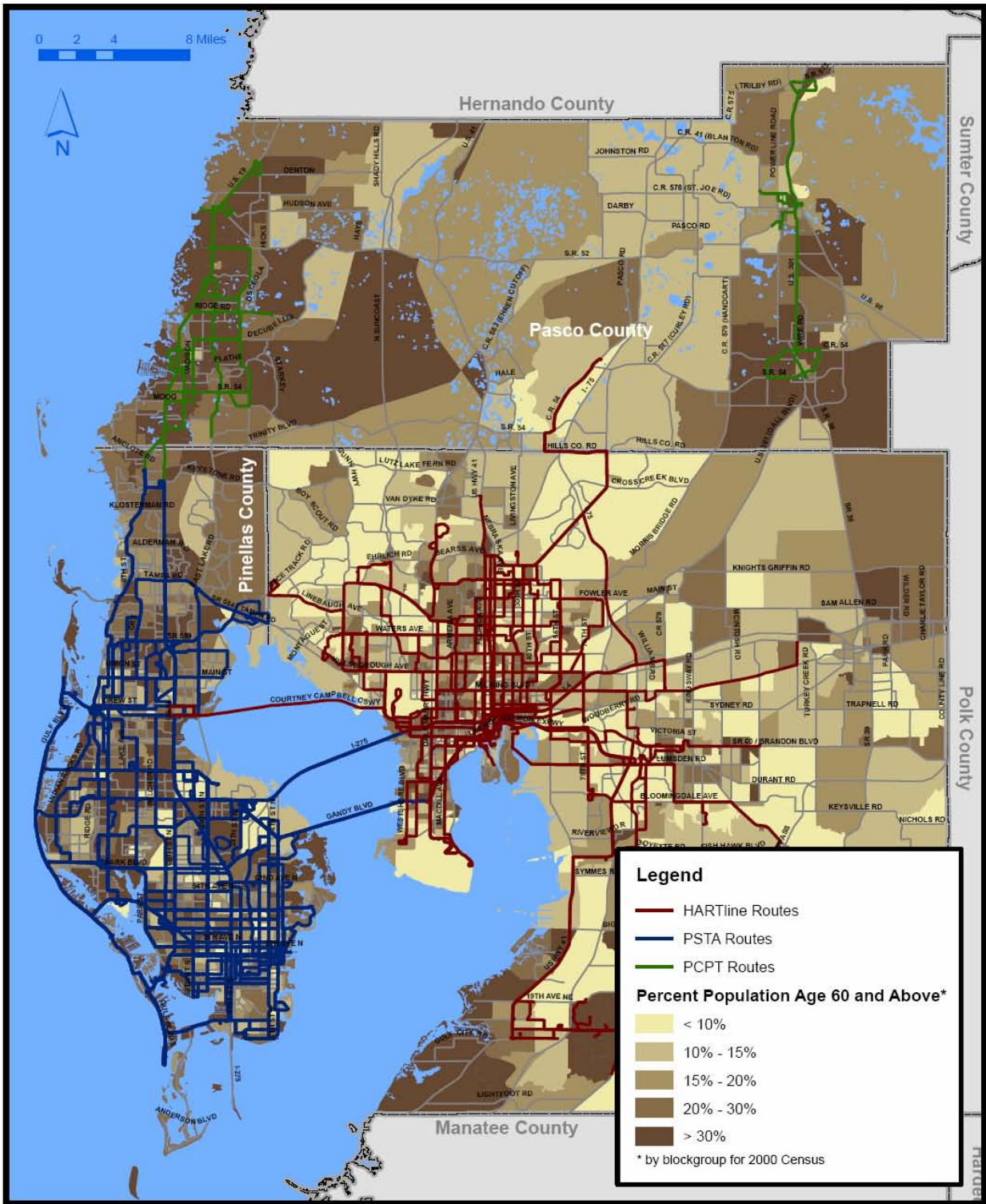
Tri-County

The following maps illustrate the overall populations of low-income, unemployed, elderly and disabled individuals for Hillsborough, Pasco and Pinellas Counties discussed in the text above:

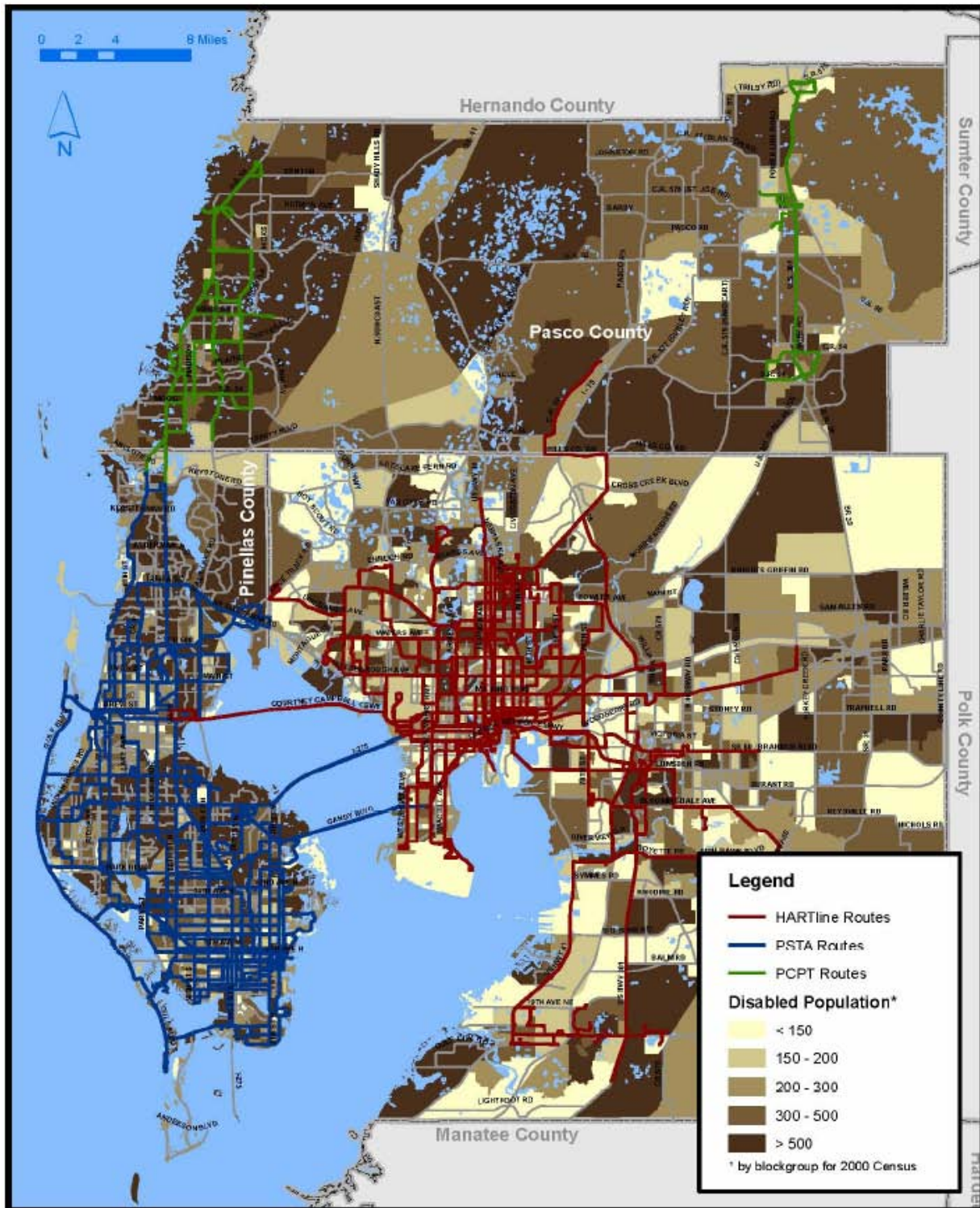
Total Population Age 60 and Above



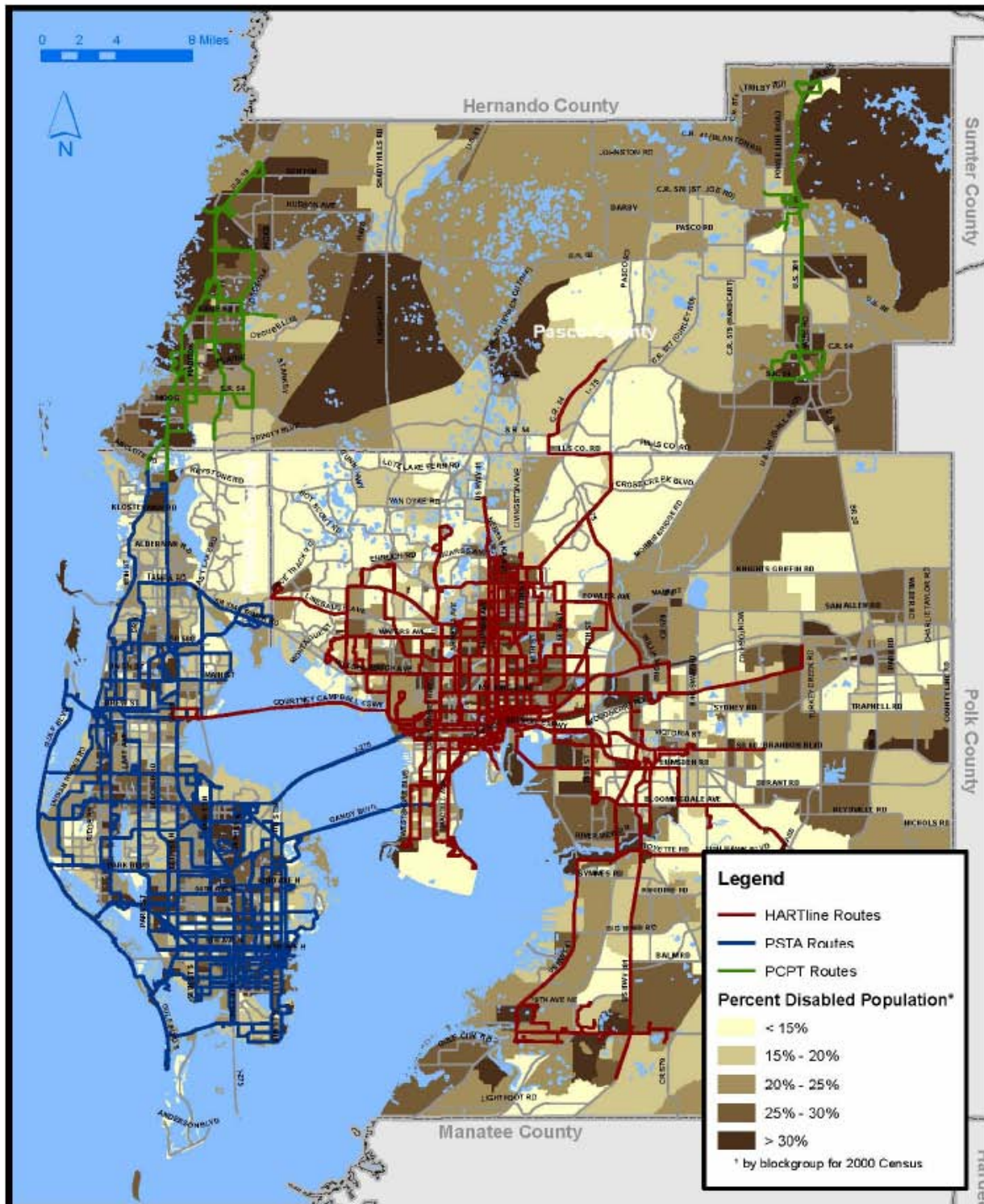
Percent Age 60 and Above of Total Population



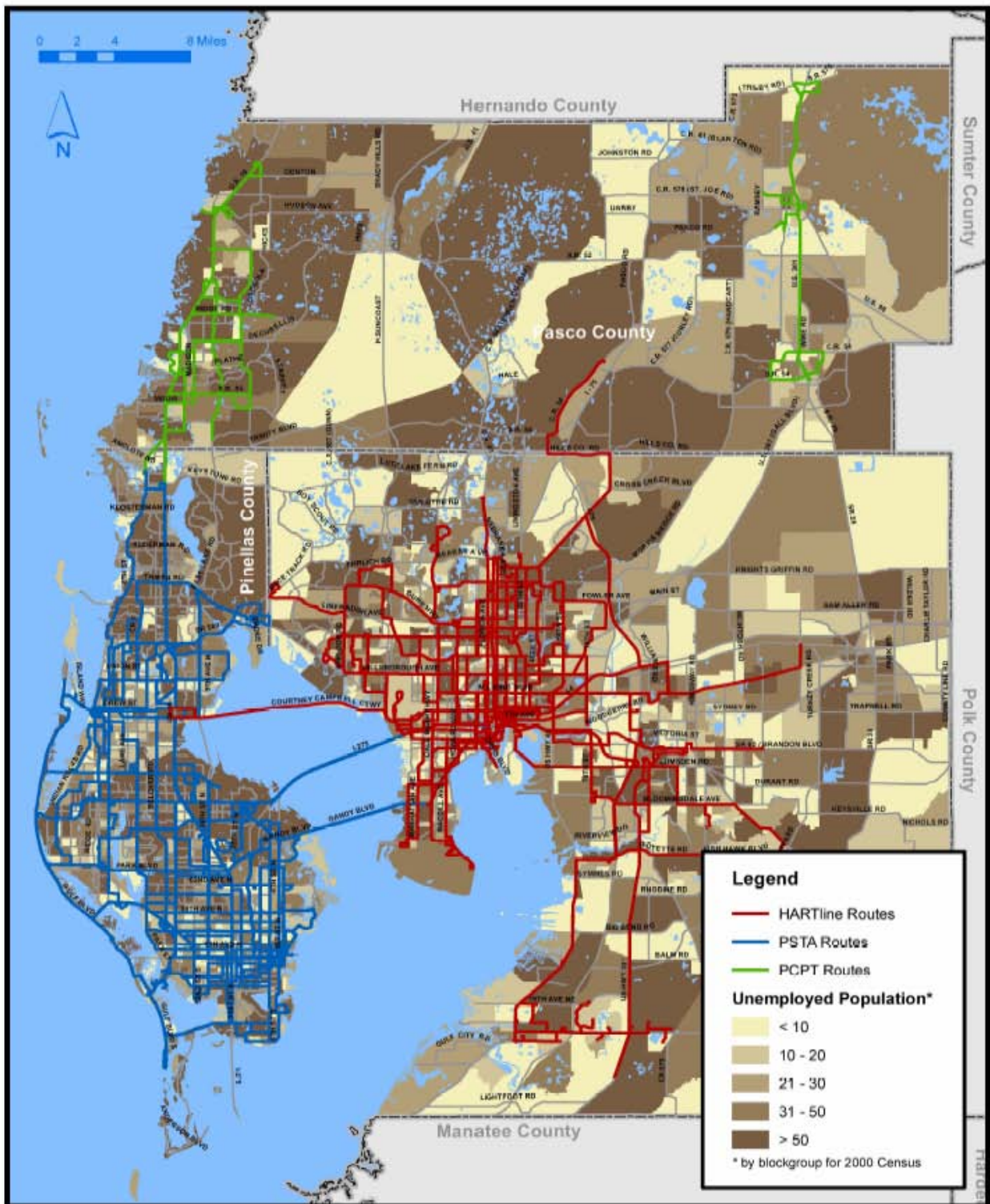
Total Disabled Population



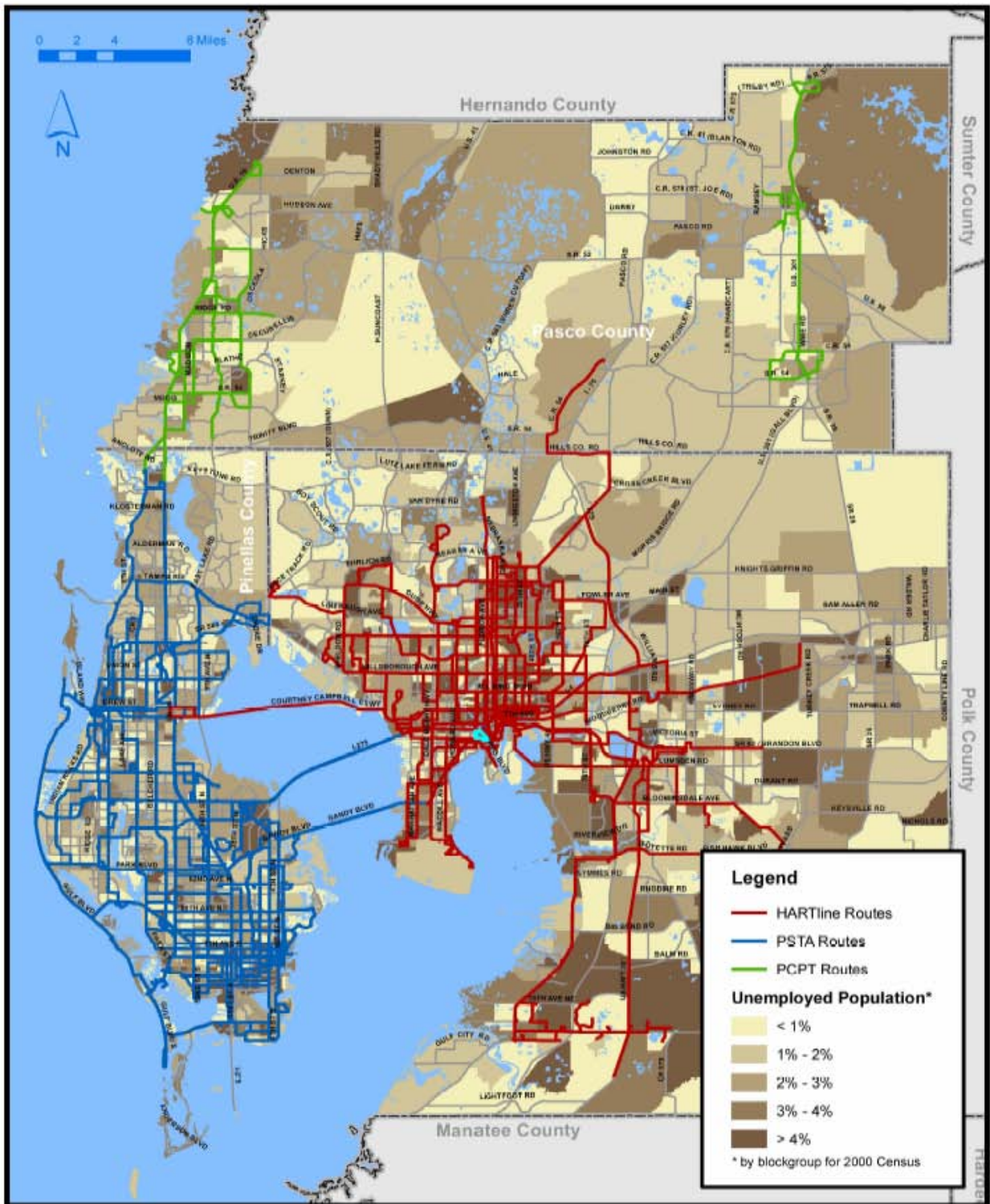
Percent Disabled Population



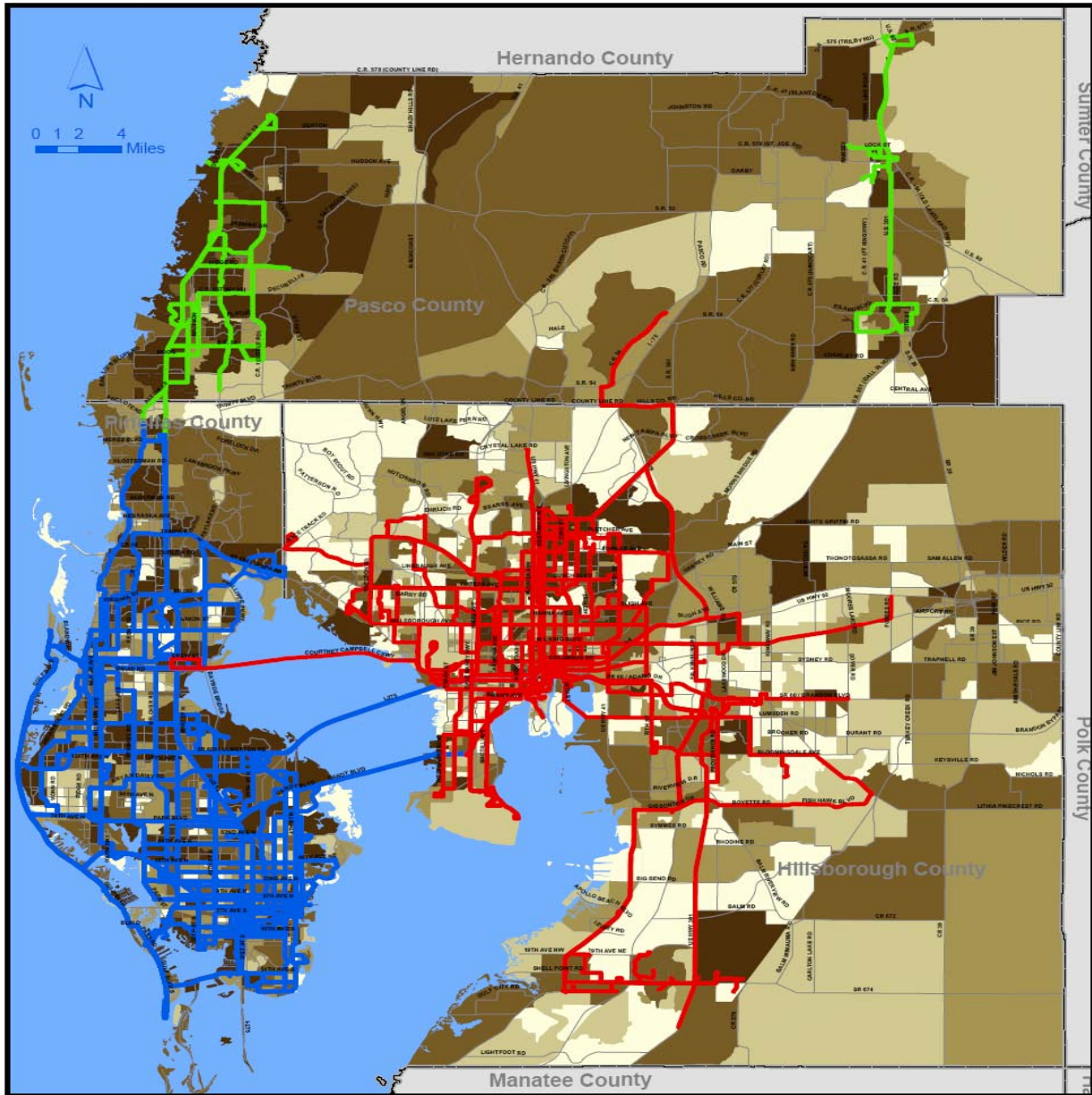
Total Unemployed Population



Percent Unemployed of Total Population



Tri-County Access Plan



Legend

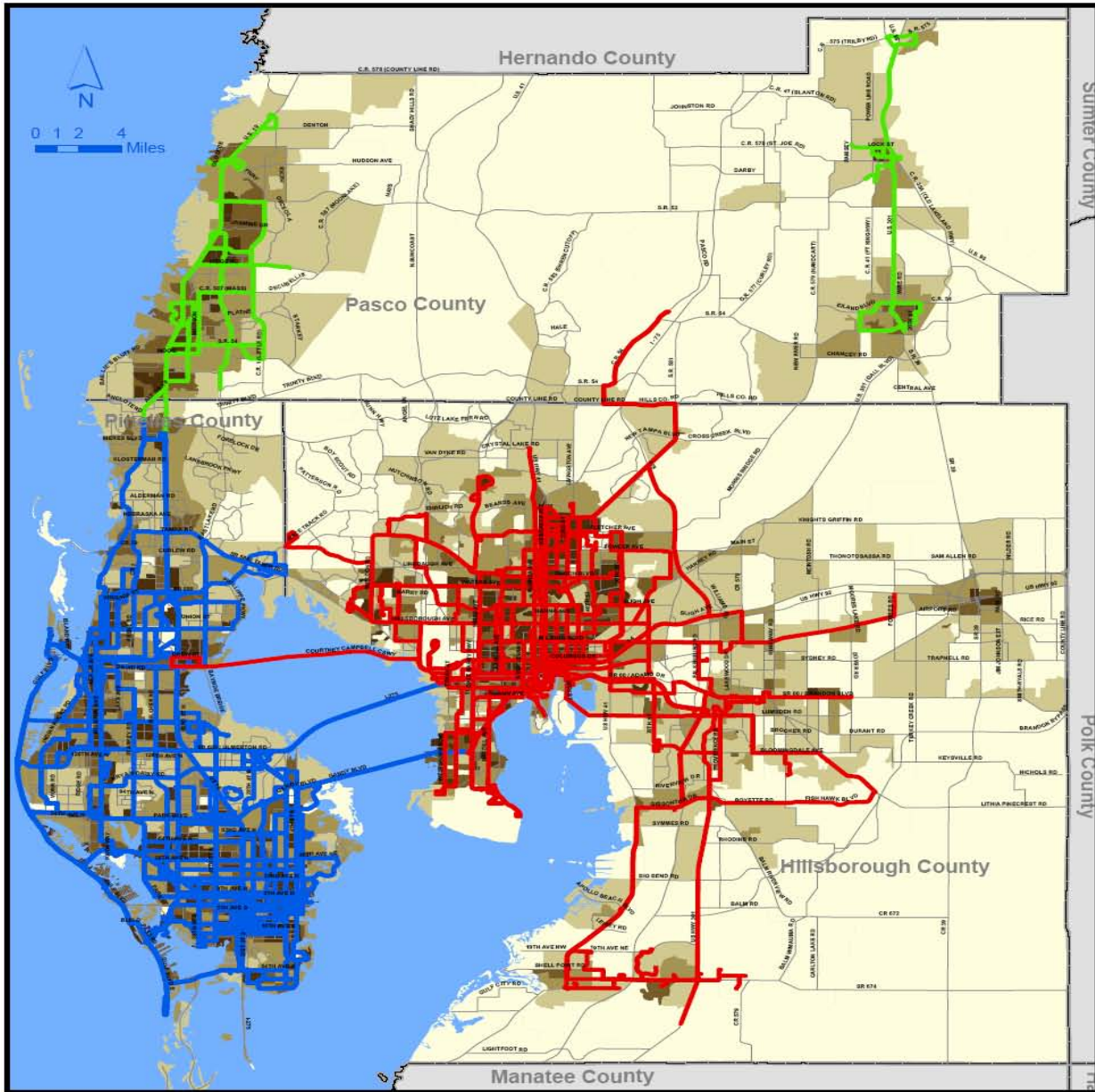
Total Households with an Annual Income Below \$10,000

| | |
|----------|---------------|
| < 15 | — PSTA Routes |
| 15 - 25 | — HART Routes |
| 25 - 50 | — PCPT Routes |
| 50 - 100 | |
| > 100 | |



Tri-County Total Low-Income Households

Tri-County Access Plan



Legend

Households with Annual Income Below \$10,000 Per Square Mile

| | |
|-----------|-------------|
| < 10 | PSTA Routes |
| 10 - 50 | HART Routes |
| 50 - 150 | PCPT Routes |
| 150 - 250 | |
| > 250 | |



Tri-County Low-Income Household Density

Data Sources

Information regarding transportation needs and potential solutions was available in varying degrees in the Tri-County area based on previous planning and public involvement efforts. Therefore, the data presented in this plan considers many sources including two rounds of public workshops held in each county, local area demographics (2005 BEBR and 2000 Census), existing transportation services within each county, coordination with stakeholders (including human service providers, private transportation providers, public transportation providers, members of the public representing targeted populations, Hillsborough, Pasco & Pinellas MPOs boards and committees), and the following documents:

- Federal Transit Administration (FTA) May 1, 2007 Circulars
 - C 9045.1
 - C 9050.1
 - C 9070.1F

- Hillsborough County
 - 2007-2016 Hillsborough Area Regional Transit (HART) Transit Development Plan
 - Hillsborough County MPO 2006 – 2010 Transportation Disadvantaged Service Plan (TDSP)
 - Hillsborough County MPO/HART 2004 Regional Jobs Access Plan Technical Update
 - Hillsborough MPO Purchased Transportation Provider Survey
 - Hillsborough County MPO 2006-2010 Transportation Disadvantaged Service Plan

- Pasco County
 - Pasco County MPO 2006-2010 Transit Development Plan
 - Pasco County MPO July 2004 – June 2005 Transportation Disadvantaged Service Plan
 - 2006 Annual Performance Report

- Pinellas County
 - Pinellas Suncoast Transit Authority (PSTA) 2007-2011 Transit Development Plan
 - Locally Coordinated Plan Surveys
 - Pinellas County MPO 2004-2007 Transportation Disadvantaged Service Plan

The LCHSTP, hereinafter referred to as the Tri-County Access Plan (TCAP), the name chosen through the public involvement process, comprehensively assesses the transportation services

currently available and the deficiencies that need to be addressed to improve service delivery. Because the need for additional services is so great, maintaining the public input aspects of the process to identify which eligible project types should be prioritized for funding will provide the maximum benefit to the community. This plan identifies unmet transportation needs of elderly, disabled, low-income, and unemployed populations while looking at the potential solutions developed through public input in terms of their ability to address the needs of target populations within the scope and funding limits of the JARC and NF Programs.

PLAN METHODOLOGY

PLAN METHODOLOGY

The Hillsborough, Pasco & Pinellas MPOs, in partnership with FDOT District 7, established a three-tier approach to development of the TCAP, which included review of existing data, public involvement efforts, and plan development.

Examples of data that were reviewed during plan development are described throughout this document. In addition to reviewing existing plans, the United We Ride “Framework for Action” toolkit was utilized to guide some public involvement activities. An inventory of existing transportation services provided by public and private entities in the tri-county area was also developed to assist with identifying gaps and overlaps in service. The inventory is organized by County and is shown in Appendix G.

A public participation strategy was developed to maximize participation and encourage diverse representation of stakeholders throughout the tri-county area. Key elements of the preliminary approach to the public involvement effort are described in section 4.

The Hillsborough, Pasco & Pinellas MPOs worked together to define criteria by which projects should receive funding. The criteria include both quantitative and qualitative categories to aid in competitively selecting the best projects to achieve the overall TCAP goals:

Plan Goals

- Improve the access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals throughout the tri-county area.
- Provide additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the workforce and full participation in society.
- Remove duplications of transportation services in order to maximize transportation funding within the Tri-county area.
- Increase coordination and communication between transportation and social service providers, through public forums. This should enhance the delivery of public services to clients.

- Provide increased transportation options to less urban area populations to improve access to services and employment.
- Increase support for public transportation programs and funding.
- Increase safety while utilizing public transportation within the tri-county area through pedestrian amenities.
- Enhance quality of life for elderly and disabled populations by providing greater access to the community from public transportation services.
- Increase housing and employment options by ensuring transportation connectivity throughout the tri-county area.

The objectives for plan development as listed below were developed through public input:

Plan Objectives

- Utilize Framework for Action Assessment Tool to produce a working plan.
- Encourage adequate opportunities for public participation.
- Continue and increase program funding until adequate levels of service exists.
- Make things happen by working together.
- Take stock of community needs.
- Put customers first.
- Adapt funding for greater mobility.
- Move people efficiently.

Service Area Goals

Prior to any LCHSTP requirement, the Hillsborough, Pasco & Pinellas MPOs were conducting various transportation planning activities for their respective counties. These activities led to the development of various documents that established goals with regard to the delivery of existing

and future transportation services. The goals listed below from previous efforts help to support the goals of this plan and the JARC and NF grant programs.

Hillsborough County (JARC Plan, TDSP, HART TDP)

- Provide employer education to promote shifts that correspond with transit service.
- Seek alternatives to traditional fixed-route service for areas that have transit demand, but not enough demand to support a new fixed-route line.
- Develop route deviation services or circulators similar to Route 84 – South County Circulator. Recommendations for paratransit feeder services were also identified.
- Utilize carpool matching services and vanpools.
- Increase infrastructure to support transit access and usage.
- Improve fixed-route services.
- Serve key growth areas with extensions of local routes and new local routes. This would expand service coverage to new areas and customers.
- Implement new express services to serve new residential areas and provide connections to new employment destinations.
- Develop flex-route services and/or circulators to provide connections to fixed-route services.
- Improve regional connections to Pinellas Suncoast Transit Authority (PSTA), Pasco County Public Transportation (PCPT), Citrus Connection (Polk County), and Manatee County Area Transit (MCAT). The regional connectivity will improve access to employment, housing and other human services for target populations in all four counties.
- Expand the paratransit service to coincide with the above mentioned improvements to serve the same areas and time periods as the local service – this is important to ensure that passengers with disabilities who cannot use the fixed-route service have access to a comparable level of service as required by the 1990 Americans with Disabilities Act (ADA).

Pasco County (PCPT TDP & TDSP)

- Implement a cross-county connector within Pasco County.
- Increase transit marketing.
- Expand transit infrastructure.
- Meet with transit systems in neighboring counties to coordinate services as appropriate. The coordinated services will increase employment opportunities by adding regional connectivity. Hillsborough and Pinellas County have larger employment sites and access to these locations for Pasco County residents can improve the current unemployment rates.

- Implement Saturday service. Many of Pasco County's major employers consist of entry level jobs that require shift work including evening hours and weekends. Expanding service coverage to Saturdays would help to accommodate access to these employer and their employment opportunities. Some of the major employers include Wal-Mart Supercenters, Winn Dixie Stores, U.S. Postal Service, and medical facilities (all provide services on the weekend). In addition, this would provide greater access to medical services operating on the weekend.
- Extended hours in East Pasco. Similar to the benefits mentioned under implementing Saturday service, increased service hours provide more access to employment, medical, educational and social activities.

Pinellas County (PSTA TDP, MPO TDSP)

- Improve cross-county service.
- Increase express bus service.
- Increase public awareness of transportation systems.
- Expand evening service.
- Increase service frequency.
- Increase amenities throughout the service area.
- Ensure the delivery of services that meet the needs of the transportation disabled population.
- Provide transportation disadvantaged services as efficiently and effectively as possible through the maximization of existing resources.
- Provide sufficient mechanisms for client feedback and outreach to inform residents of available transportation disadvantaged services.

The Pinellas County Transportation Disadvantaged Program requires that participants be low income, however, many are also disabled and/or elderly. In addition, increases in express service and/or regular fixed-route service connecting Hillsborough, Pasco, and Pinellas counties would further improve regional connectivity and access to employment, medical, educational, and social services. As shown in the discussion for all three counties, the goal for increased regional connectivity is shared.

Plan Development

Plan development includes the following major components:

- Identification of deficiencies and unmet needs – Deficiencies and unmet public transportation needs were summarized along with the existing services that attempt to address these needs.

- Inventory of existing providers' capabilities and identification of redundancies and gaps in services - The inventory and assessment of existing providers was presented as the baseline for understanding current conditions.
- Development of a framework for project identification and prioritization based in part on feedback from Phase I public meetings – Information was developed to provide guidance to stakeholders as to what is valued in a potential project (innovation, return on investment, ability to address unmet need, availability of matching funds, etc.).
- Identification of examples of innovative projects – Examples of innovative projects was provided to further illustrate what projects might receive positive ratings in a competitive project prioritization process.
- Development of a project prioritization process, including evaluation criteria – A step-by-step project prioritization process was prepared based on input from stakeholders and the Hillsborough, Pasco & Pinellas MPOs. Evaluation criteria and scoring guidance was provided to facilitate comparative evaluations of projects.
- Development of a process for annual plan updates – Procedures were documented to provide guidance for future annual updates to the plan.
- Development and refinement of the plan - Review of the plan was facilitated by local boards and committees, human service agencies, and stakeholders as the final process in plan development.

Project Process

As part of developing the TCAP, the Hillsborough, Pasco, and Pinellas MPOs and the FDOT also developed an application process for JARC and NF funding. The project funding application is identified in Appendix F. Interested parties will be given approximately thirty days to submit applications for funding. After submission, the selection committee will be given two weeks to review and rank submitted applications. Next, the selection committee will meet and discuss the submitted applications and select those projects for funding that best meet the unmet demand, serve the target populations, are within the funding limits, and can be implemented within a reasonable time frame. A notice will be sent to all project applicants notifying them of whether or not their projects will be funded and the dollar amount they will be given.

TRANSPORTATION SERVICES

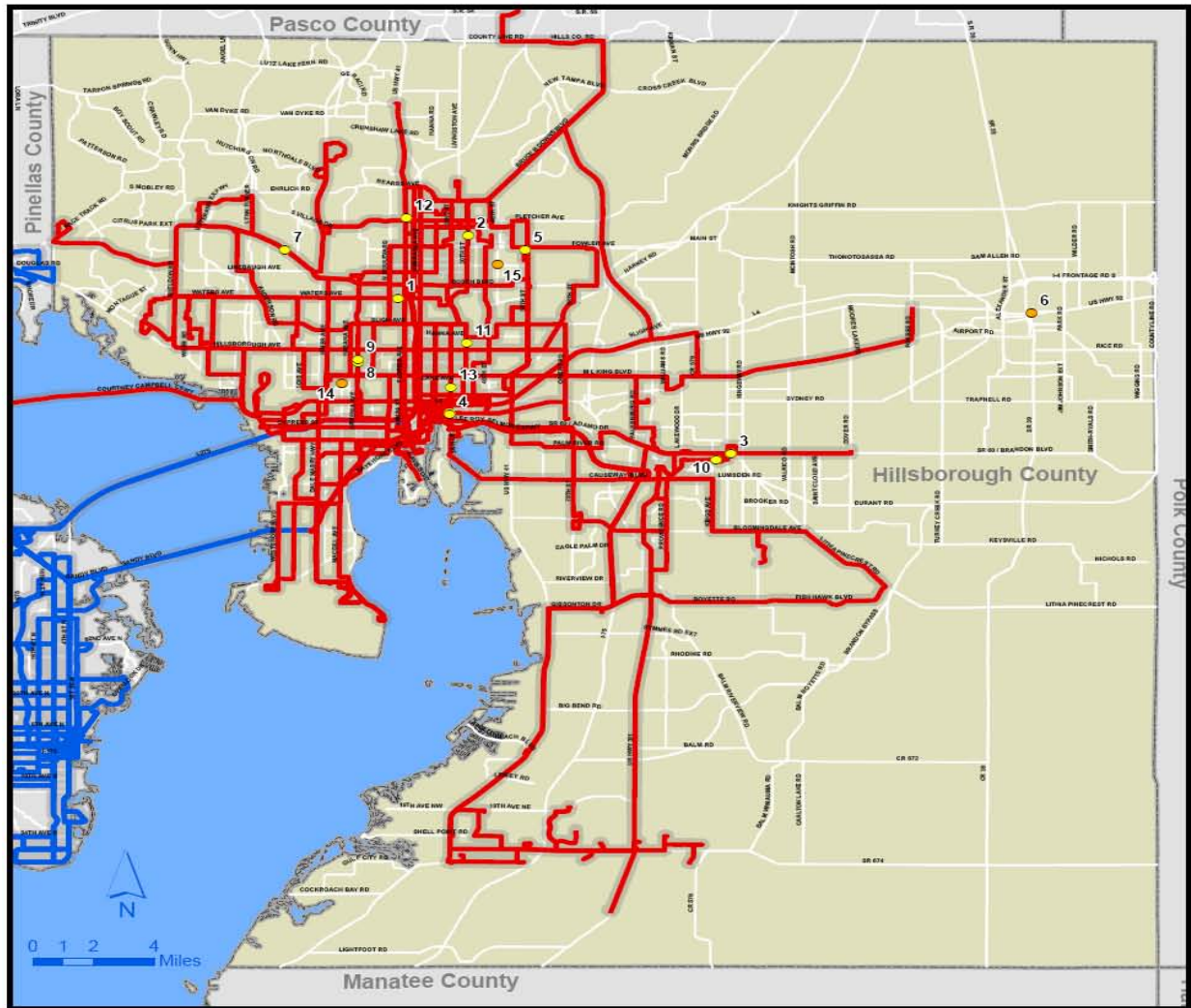
EXISTING TRANSPORTATION SERVICES

Hillsborough County

Public Transit

Hillsborough County is served by an extensive public transit system consisting of Hillsborough Area Regional Transit (HART), Strawberry Express, Sunshine Line, and an array of private transit providers. HART is the largest system, made up of 34 fixed-route bus lines, 17 express bus routes, 2 trolley routes, vanpools, and paratransit services. The Strawberry Express serves Plant City with four fixed routes and accompanying paratransit services. Maps on the following pages show the extent to which the existing fixed-route system serves major destinations such as: medical facilities, public housing, senior centers and employers. The Hillsborough County Sunshine Line offers a variable fee service for door to door paratransit and HART bus passes for elderly, low-income, and persons who are disabled or Hillsborough Health care clients. HART also offers HARTplus paratransit service that meets requirements of the Americans with Disabilities Act. This service is provided to people who meet specific criteria for categorization as disabled and cannot use the regular bus system. The service area is limited to three-quarters of a mile around the existing local transit system.

Tri-County Access Plan



Hillsborough County Medical Facility Locations

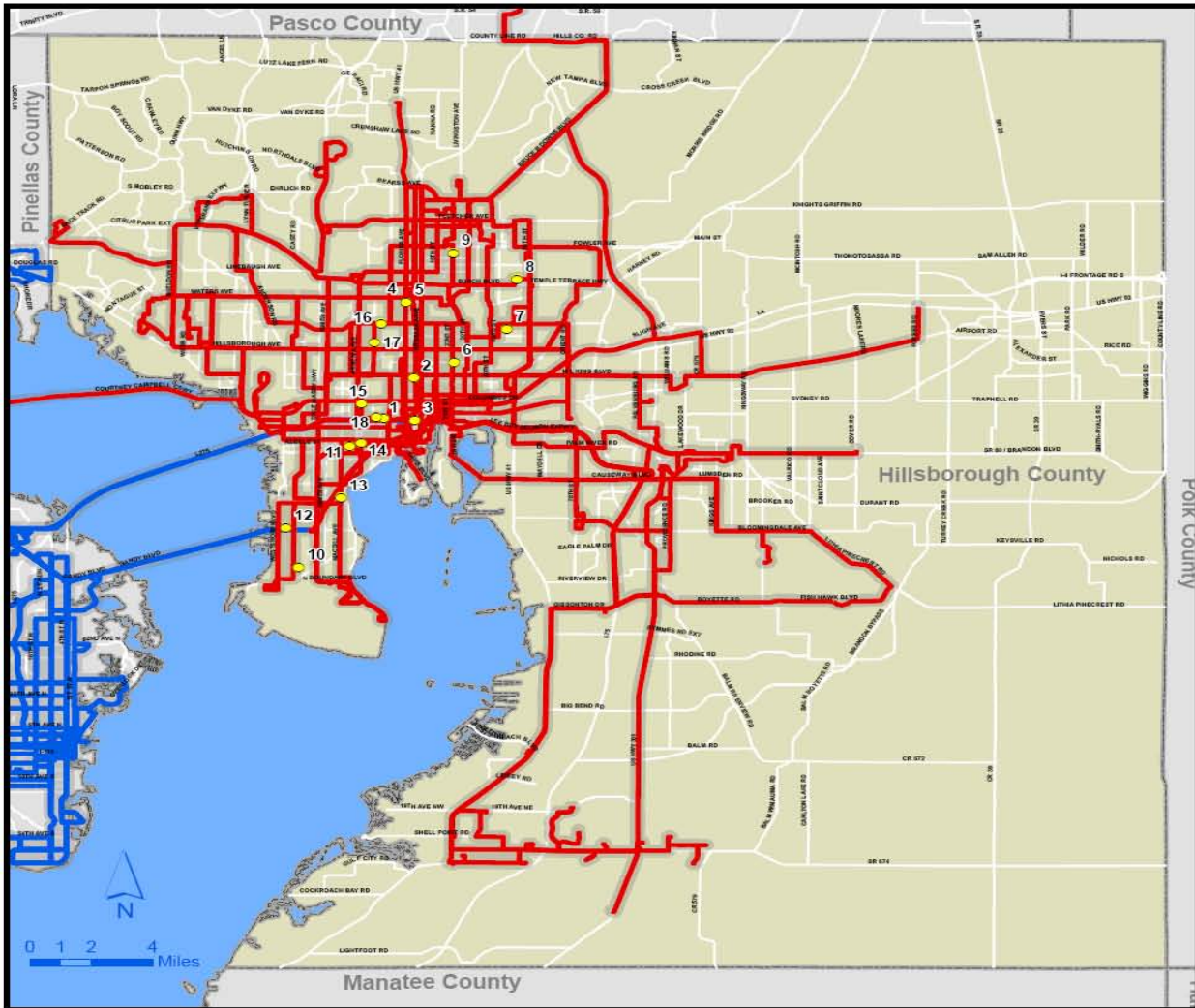
| ID | Name | Address | City | ZIP |
|----|---|--------------------------|------------|-------|
| 1 | Project Return | 304 W Waters Av | Tampa | 33604 |
| 2 | Veterans Administration Hospital | 13000 Bruce B Downs Blvd | Tampa | 33613 |
| 3 | Davita Dialysis | 114 East Brandon Blvd | Brandon | 33511 |
| 4 | Fresenius Dialysis | 1602 N 21st St | Tampa | 33605 |
| 5 | Davita Dialysis | 11306 N 53rd St | Tampa | 33617 |
| 6 | Plant City Idt (Day Treatment Mental Health) | 301 N Palmer St | Plant City | 33566 |
| 7 | Fresenius Dialysis | 4553 Gunn Hwy | Tampa | 33624 |
| 8 | Renal Care Group Dialysis | 4705 N Armenia Av | Tampa | 33614 |
| 9 | Bay Life Mental Health | 2313 W Violet St | Tampa | 33603 |
| 10 | Fresenius Dialysis | 634 Oakfield Dr | Brandon | 33511 |
| 11 | Tampa General Hospital Family Care Medical Center | 5802 N 30th St | Tampa | 33610 |
| 12 | Gulf Coast Jewish Ser. Mental Health | 13542 N Florida Av | Tampa | 33613 |
| 13 | Lee Davis Neighborhood Service Center Health Clinic | 3402 N 22nd St | Tampa | 33605 |
| 14 | Davita Dialysis | 4204 N Macdill Av | Tampa | 33607 |
| 15 | USF Dialysis | 10770 N 46th St | Tampa | 33612 |



Legend

- Medical Facility Within Service Area
- Medical Facility Outside Service Area
- HART Routes
- PSTA Routes
- 1/4 Mile Service Area

Tri-County Access Plan



Hillsborough County Affordable Housing Locations

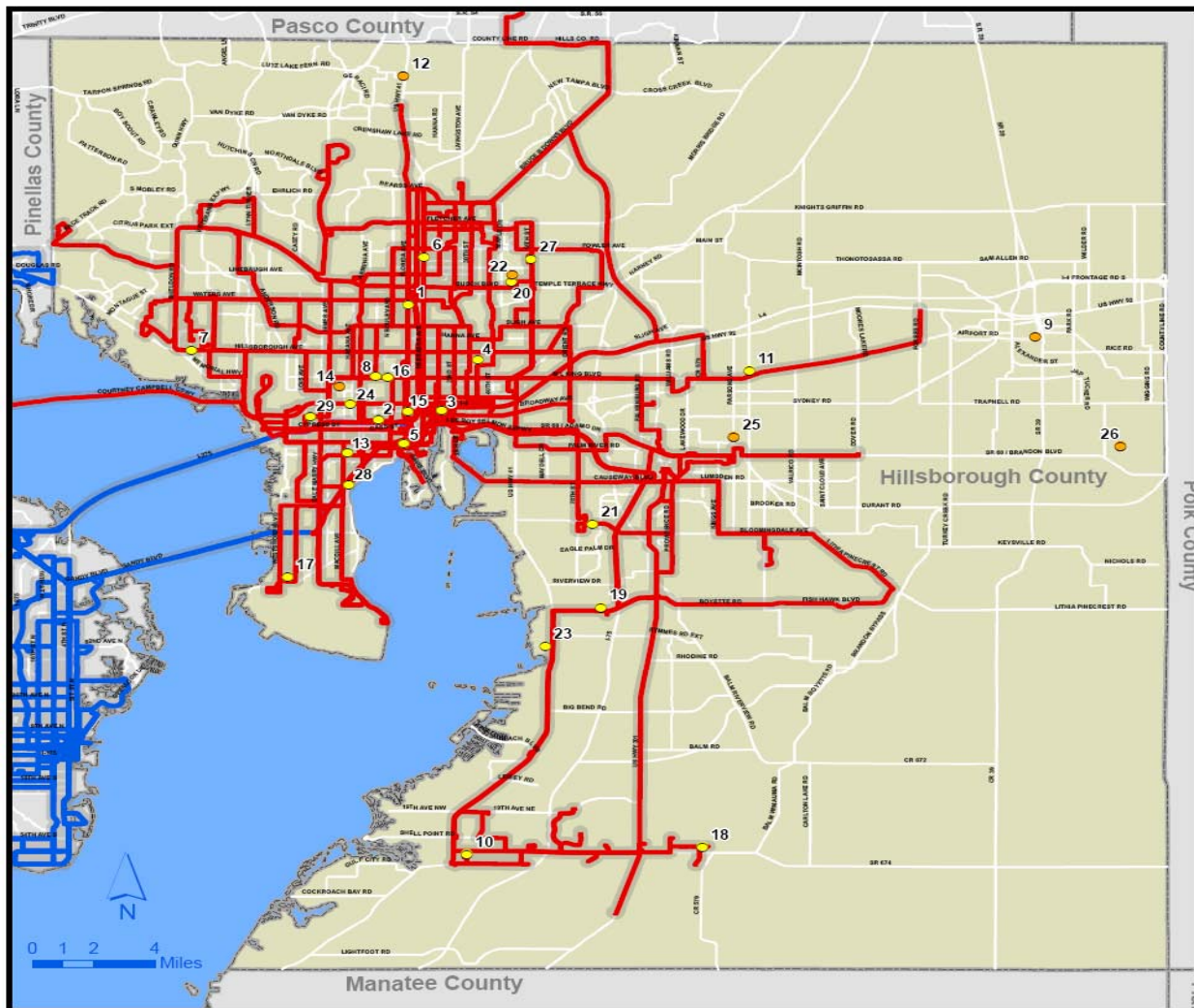
| ID | Name | Address | City | ZIP | Number of Units |
|----|----------------------|-------------------------|-------|-------|-----------------|
| 1 | North Blvd homes | 1129 Main Street | Tampa | 33607 | 680 |
| 2 | Robles Park Village | 3814 Central Avenue | Tampa | 33603 | 433 |
| 3 | Central Park Village | 1000 India Street | Tampa | 33602 | 483 |
| 4 | J.L. Young | 8220 N Florida Avenue | Tampa | 33604 | 4000 |
| 5 | J.L. Young Annex | 8218 N Florida Avenue | Tampa | 33604 | 50 |
| 6 | C. Blythe Andrews | 2201 E Osborne Avenue | Tampa | 33610 | 57 |
| 7 | Seminole | 4706 Muskogee Court | Tampa | 33610 | 100 |
| 8 | Azzarelli Apts | 5038 Temple Heights | Tampa | 33617 | 30 |
| 9 | Scruggs Manor | 11201 N 22nd Street | Tampa | 33612 | 86 |
| 10 | Rembrandt | 4228 W. Rembrandt Drive | Tampa | 33616 | 156 |
| 11 | Azeele Apts | 2801 Azeele Street | Tampa | 33609 | 10 |
| 12 | Cutlass Arms Apts | 4714 S. Trask Avenue | Tampa | 33611 | 119 |
| 13 | Bay Ceia Apts | 3422 S MacDill Avenue | Tampa | 33629 | 40 |
| 14 | So-Ho Apts | 212 S Howard Avenue | Tampa | 33606 | 14 |
| 15 | St.Louis/St. Conrad | 2310 St. Louis Street | Tampa | 33607 | 8 |
| 16 | Parkview Apts | 1314 W Sligh Avenue | Tampa | 33604 | 78 |
| 17 | Squire Villa | 5817 N. Rome Street | Tampa | 33603 | 30 |
| 18 | Bethune Hi-Rise | 1515 W. Union Street | Tampa | 33607 | 150 |



Legend

- Housing Location Within Service Area
- HART Routes
- PSTA Routes
- 1/4 Mile Service Area

Tri-County Access Plan



Hillsborough County Senior Center Locations

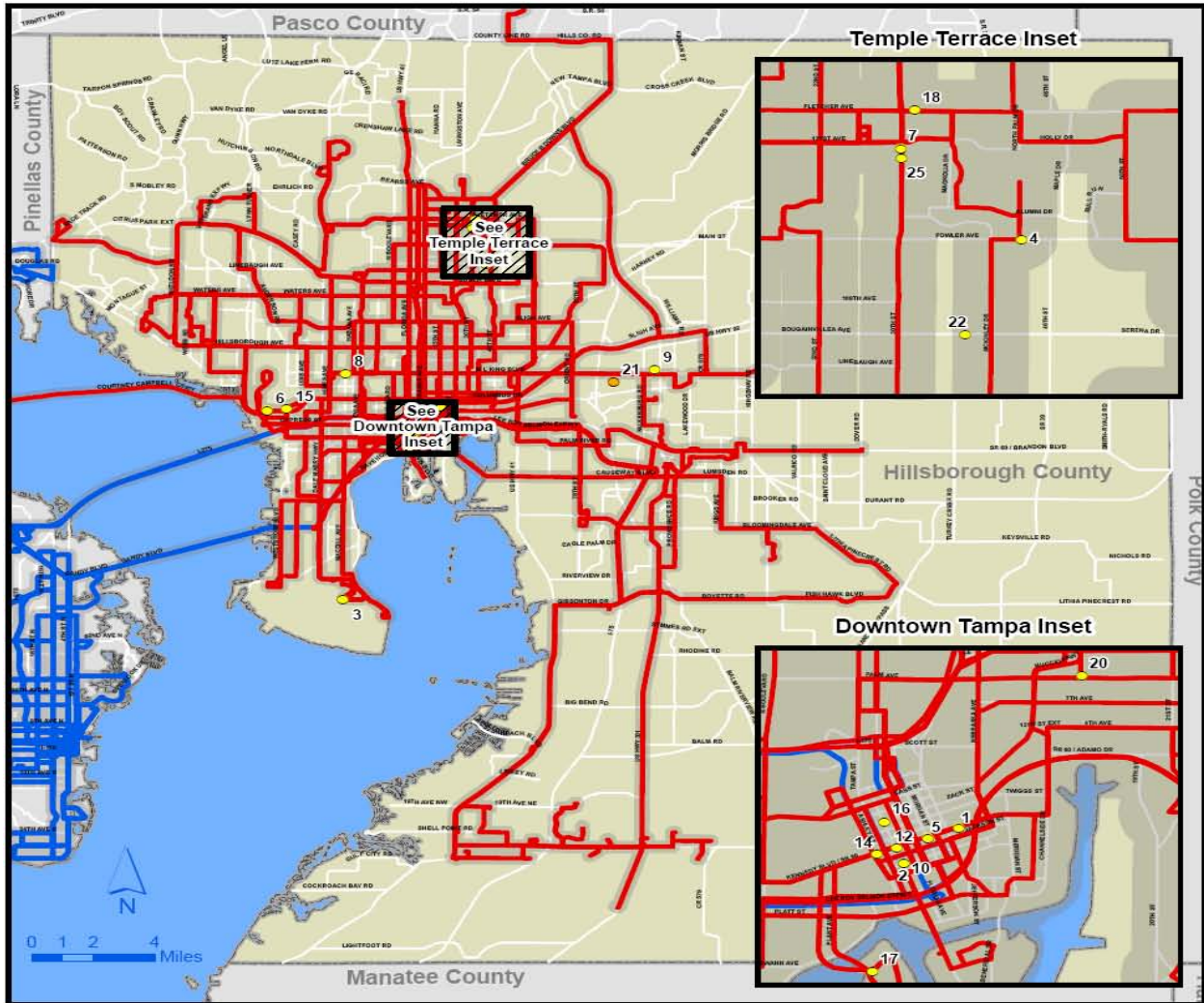
| ID | Name | Address | City | Zip |
|----|--------------------------|-------------------------------|----------------|-------|
| 1 | J.L. Young | 6220 North Florida Ave | Tampa | 33604 |
| 2 | Bethune | 1515 Union St | Tampa | 33607 |
| 3 | Haciendas | 1615 Hacienda Ct | Tampa | 33605 |
| 4 | Fair Oaks | 5019 North 34th St | Tampa | 33610 |
| 5 | Baptist Manor | 214 W Grand Central Ave | Tampa | 33606 |
| 6 | Naple Towers | 11113 North Nebraska Ave | Tampa | 33604 |
| 7 | Town & Country | 6283 West Hillsborough Ave | Tampa | 33615 |
| 8 | CTA Apartments | 4535 North Rome Ave | Tampa | 33605 |
| 9 | Plant City Senior Center | 1205 South Walker | Plant City | 33586 |
| 10 | Ruskin Senior Center | 801 8th St SE | Ruskin | 33570 |
| 11 | Selmer | 1209 Kingsway Rd | Selmer | 33584 |
| 12 | Lutz Senior Center | 112 NW 1st Ave | Tampa | 33559 |
| 13 | Jewish Towers | 3001 Daleon | Tampa | 33609 |
| 14 | Kings Arms | 4125 North Lincoln Ave | Tampa | 33607 |
| 15 | Palm Avenue | 215 East Palm Ave | Tampa | 33602 |
| 16 | Riverside Senior Center | 639 W Martin Luther King Blvd | Tampa | 33603 |
| 17 | Port Tampa | 4701 W Lancaster | Tampa | 33616 |
| 18 | Wimauma Senior Center | 6714 Borth St | Wimauma | 33593 |
| 19 | Glendon | 10517 Vaughn Rd | Glendon | 33564 |
| 20 | Tampa Heights | 4817 Temple Heights Rd | Tampa | 33617 |
| 21 | Progress Village | 8802 Allamanda Ave | Tampa | 33619 |
| 22 | Mary Walker | 4912 Linebaugh Ave | Tampa | 33617 |
| 23 | Sterling Heights South | 11705 Williams Rd | Thonotosassa | 33589 |
| 24 | Kings Manor | 2348 W Columbus Dr | Tampa | 33607 |
| 25 | Brandon Senior Center | 612 North Parsons | Brandon | 33510 |
| 26 | Beaverville | 5104 Horton Rd | Plant City | 33566 |
| 27 | Lightfoot | 19301 N 26th St | Temple Terrace | 33617 |
| 28 | Bayshore | 2909 W Barcelona St | Tampa | 33629 |
| 29 | Welishore Senior Center | 4102 W Spruce St | Tampa | 33609 |



Legend

- Senior Center Within Service Area
- Senior Center Outside Service Area
- HART Routes
- PSTA Routes
- 1/4 Mile Service Area

Tri-County Access Plan



Hillsborough County Major Employer Locations

| ID | Name | Address | City | Zip | Number Employed |
|----|--|----------------------------------|----------------|-------|-----------------|
| 1 | Hillsborough County School District | 601 East Kenedy Blvd | Tampa | 33602 | >5000 |
| 2 | Verizon Communications | 201 N Franklin Street Suite 1800 | Tampa | 33602 | >5000 |
| 3 | Macdill Air Force Base | 1304 Golf Course Ave, Suite 104 | Tampa | 33621 | >5000 |
| 4 | University of South Florida | 4202 E Fowler Ave | Tampa | 33620 | >5000 |
| 6 | Hillsborough County Government County Center | 801 E Kenedy Blvd | Tampa | 33602 | >5000 |
| 6 | Tampa International Airport | 5503 West Spruce Street | Tampa | 33607 | >5000 |
| 7 | James A Haley Veterans Hospital | 13000 Bruce B. Downs Blvd | Tampa | 33612 | >5000 |
| 8 | St Joseph's Hospital | 3501 W Dr MLK Jr. Blvd | Tampa | 33607 | >5000 |
| 9 | UP Morgan Chase | 10420 Highland Manor Dr | Tampa | 33610 | >5000 |
| 10 | Verizon Information Technologies | 201 N Franklin Street Suite 1800 | Tampa | 33602 | 2000-5000 |
| 11 | Publix Supermarkets* | (multiple locations) | | | 2000-5000 |
| 12 | City of Tampa | 315 E Kennedy Blvd | Tampa | 33602 | 2000-5000 |
| 13 | US Postal Service* | (multiple locations) | | | 2000-5000 |
| 14 | Bank of America | 101 E Kennedy Blvd | Tampa | 33602 | 2000-5000 |
| 15 | Outback Steakhouse | 2202 Westshore Blvd | Tampa | 33607 | 2000-5000 |
| 16 | TECO Energy | 702 N Franklin St | Tampa | 33602 | 2000-5000 |
| 17 | Tampa General Hospital | 2 Columbia Dr | Tampa | 33606 | 2000-5000 |
| 18 | University Community Hospital | 3100 E Fletcher Ave | Tampa | 33613 | 2000-5000 |
| 19 | Citigroup* | (multiple locations) | | | 2000-5000 |
| 20 | Hillsborough Community College | 2112 N 12th St | Tampa | 33606 | 2000-5000 |
| 21 | Sweet'say Supermarket | 3301 Sugar Palm Dr | Tampa | 33619 | 2000-5000 |
| 22 | Busch Gardens | 3605 Bougainvillea | Temple Terrace | 33612 | 2000-5000 |
| 23 | Caspar's Company McDonald's Restaurants* | (multiple locations) | | | 2000-5000 |
| 24 | Progressive Insurance* | (multiple locations) | | | 2000-5000 |
| 25 | USF Health Sciences Center | 12901 N Bruce B. Downs Blvd | Temple Terrace | 33612 | 2000-5000 |



Legend

- Major Employer Within Service Area
- Major Employer Outside Service Area
- HART Routes
- PSTA Routes
- 1/4 Mile Service Area

*Entries with multiple locations are excluded from the map.

Non-Profit Transportation Providers

In addition to the public transit services available within Hillsborough County, transportation access services are provided by 11 non-profit agencies. These agencies are members of Florida's coordinated transportation network as governed by Florida Statute 472. Characteristics and limitations of non-profit transportation providers' services are described below.

- 6 providers have an application and eligibility requirements
- 4 providers have income restrictions, 7 serve the disabled, and 8 provide service to 60+ populations
- 5 provide wheelchair access
- 7 provide various types of trips, 3 supply medical trips only and 1 only serves those seeking employment and education
- Only 2 provide out-of-county transport
- 3 provide service for free for qualifying clients, other fares range from \$1.03 to \$24.50 or more per one-way trip
- 4 provide Mon-Friday service and 7 provide weekend service with most weekend service ending by 1PM.

Private Transportation Providers

There are a great number of private transportation providers throughout Hillsborough County. All of those providers are not listed in this report, but are available to supply transportation services. For-profit transportation services are typically not affordable services for daily transportation needs by the target populations due to fixed- or low-incomes and vehicle accessibility issues for the disabled. Eleven private providers have been identified within Hillsborough County providing the following:

- 8 provide out-of-county service
- 4 provide wheelchair (w/c) transport
- 9 provide trips to various locations, 2 provide education only trips
- Service costs range from \$7.50 to \$65 or more per one-way trip
- 5 provide service Monday-Friday with the remaining 6 providing service 7 days a week. (Typically, the weekend service is provided by agencies that charge more per one-way trip.)

A detailed list of transit routes serving the sub regions within Hillsborough County, non-profit, and private transportation providers is in Appendix G. Non-profit and private providers contained in the inventory have a coordinated contract as required by the Florida Commission for the Transportation Disadvantaged (CTD).

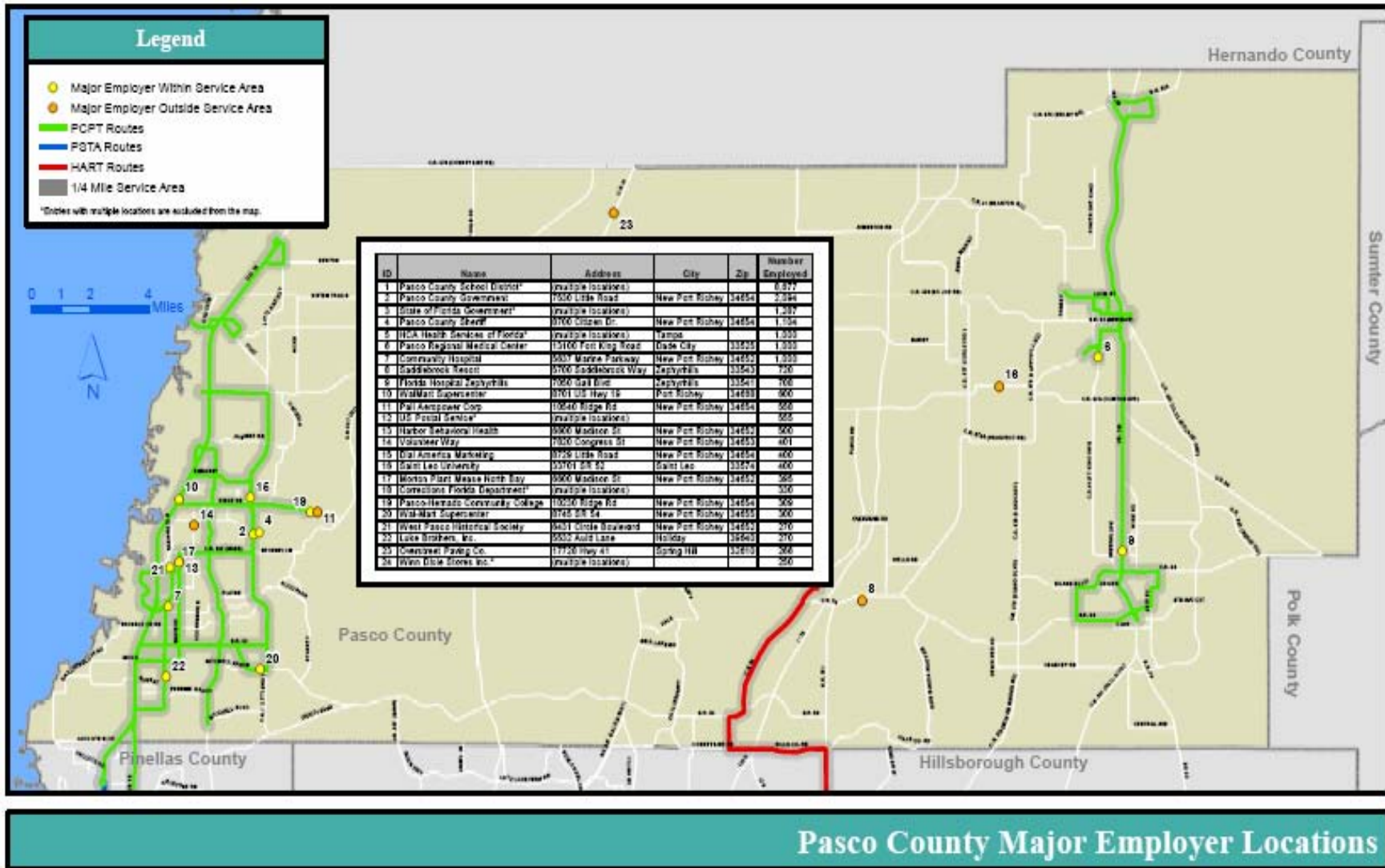
Pasco County

Public Transit

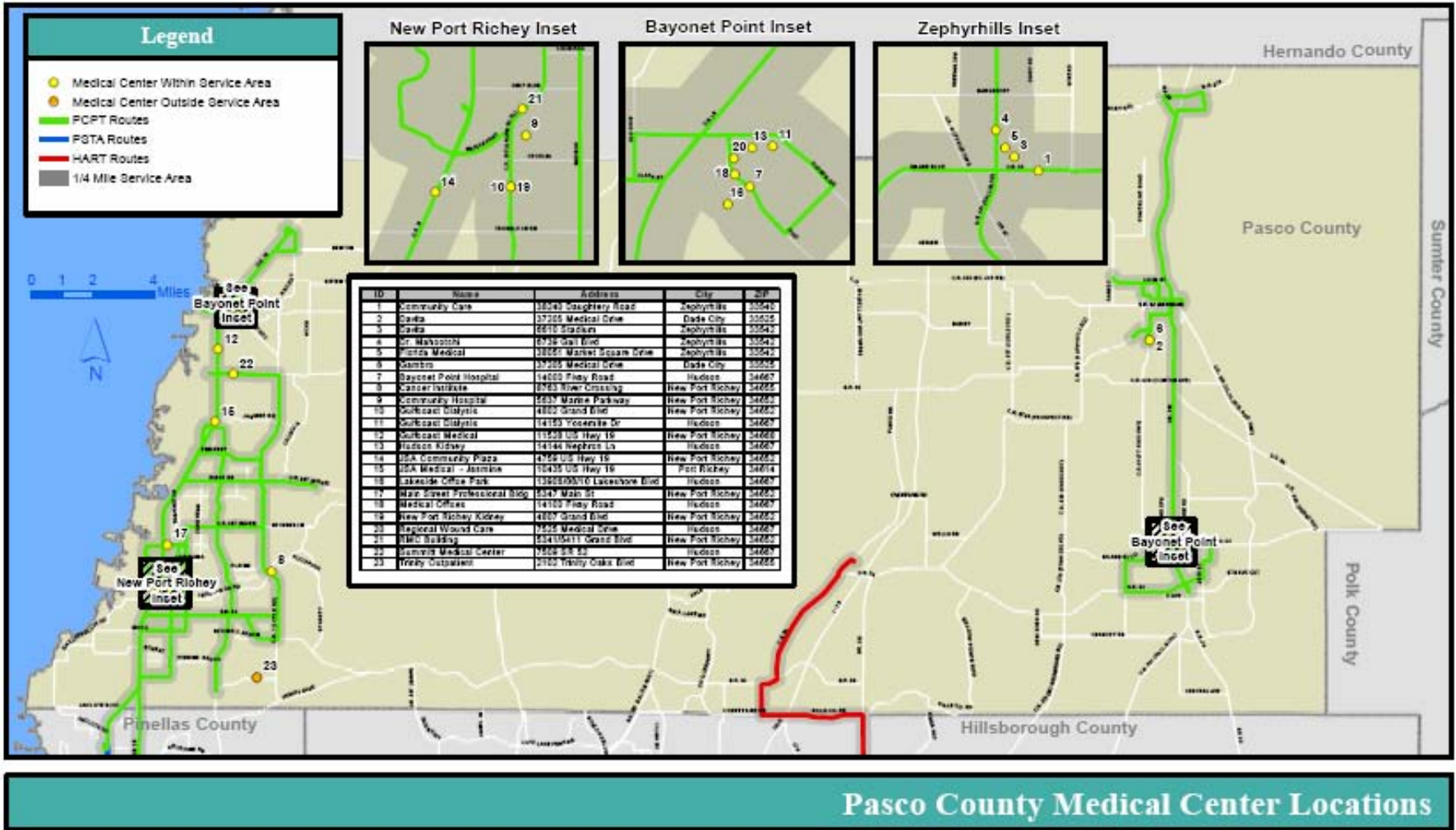
Pasco County is served by Pasco County Public Transportation (PCPT), which provides fixed-route and paratransit services. PCPT, in conjunction with a number of contracted operators, also provides advance reservation service. This service is door-to-door, curb-to-curb, or corner-to-corner service, depending on the passenger and other physical limitations imposed by the geographical layout and/or equipment features. PCPT has fixed routes covering portions of East and West Pasco County. Maps on the following pages show the extent to which the existing fixed-route systems serve major destinations such as: medical facilities, public housing, senior centers and employers.

In addition to the above maps, Pasco County requested that maps showing future employment centers and existing office and business park locations be included for transportation project consideration. These two maps are included on the following pages and should be considered for transportation planning purposes and JARC funded transportation projects providing for employment access.

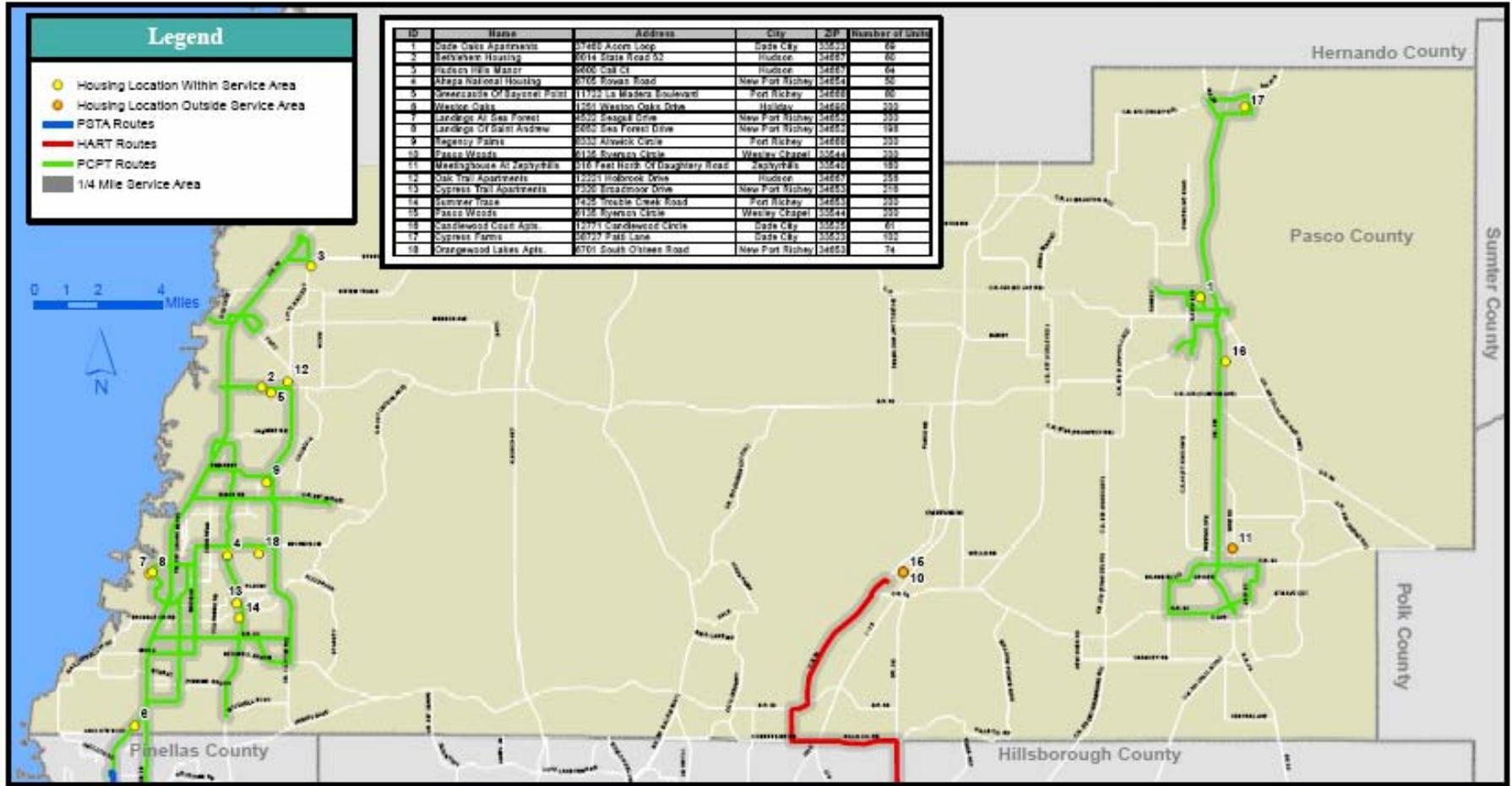
Tri-County Access Plan



Tri-County Access Plan

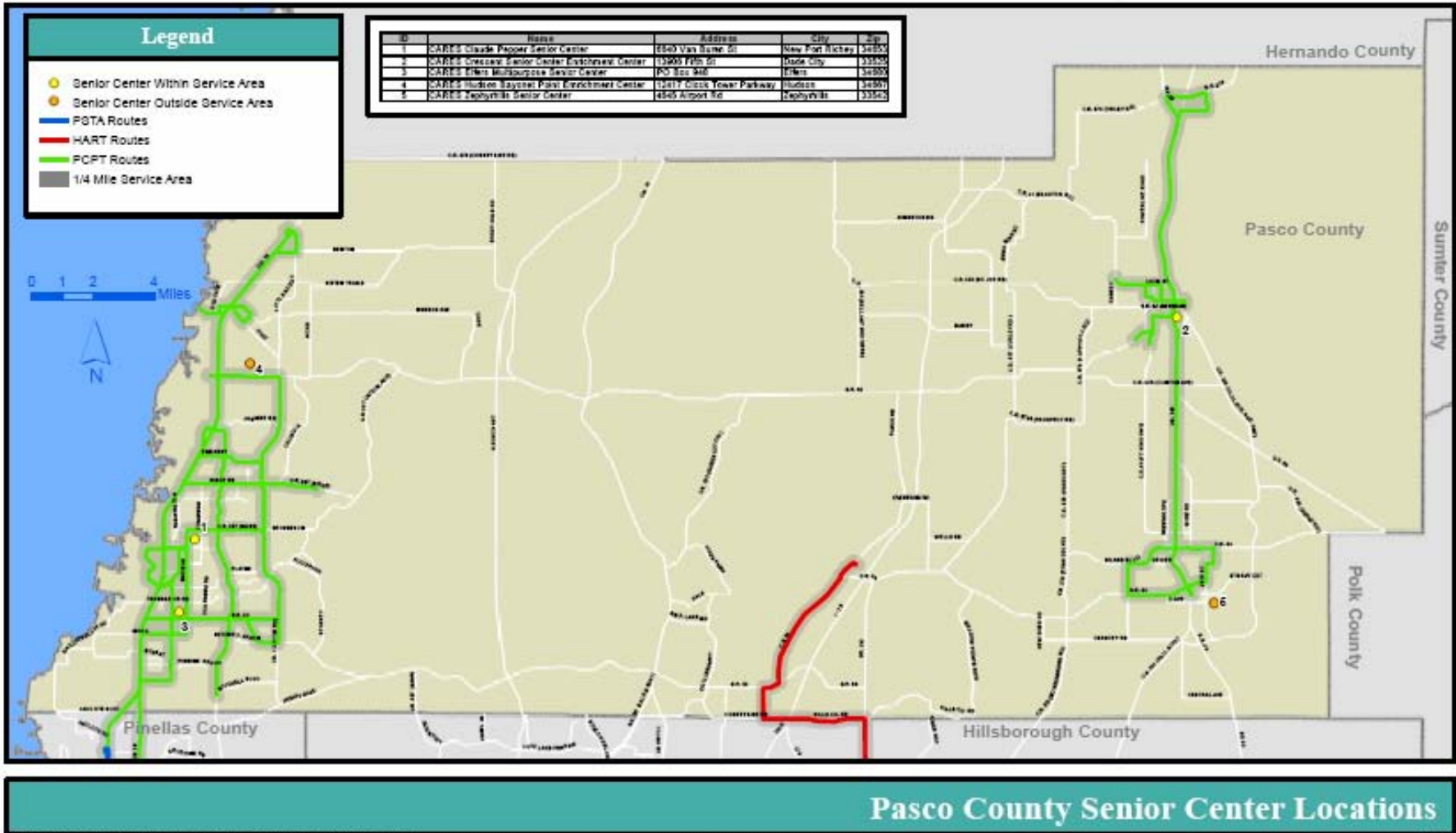


Tri-County Access Plan



Pasco County Affordable Housing Locations

Tri-County Access Plan



OFFICE AND BUSINESS PARKS



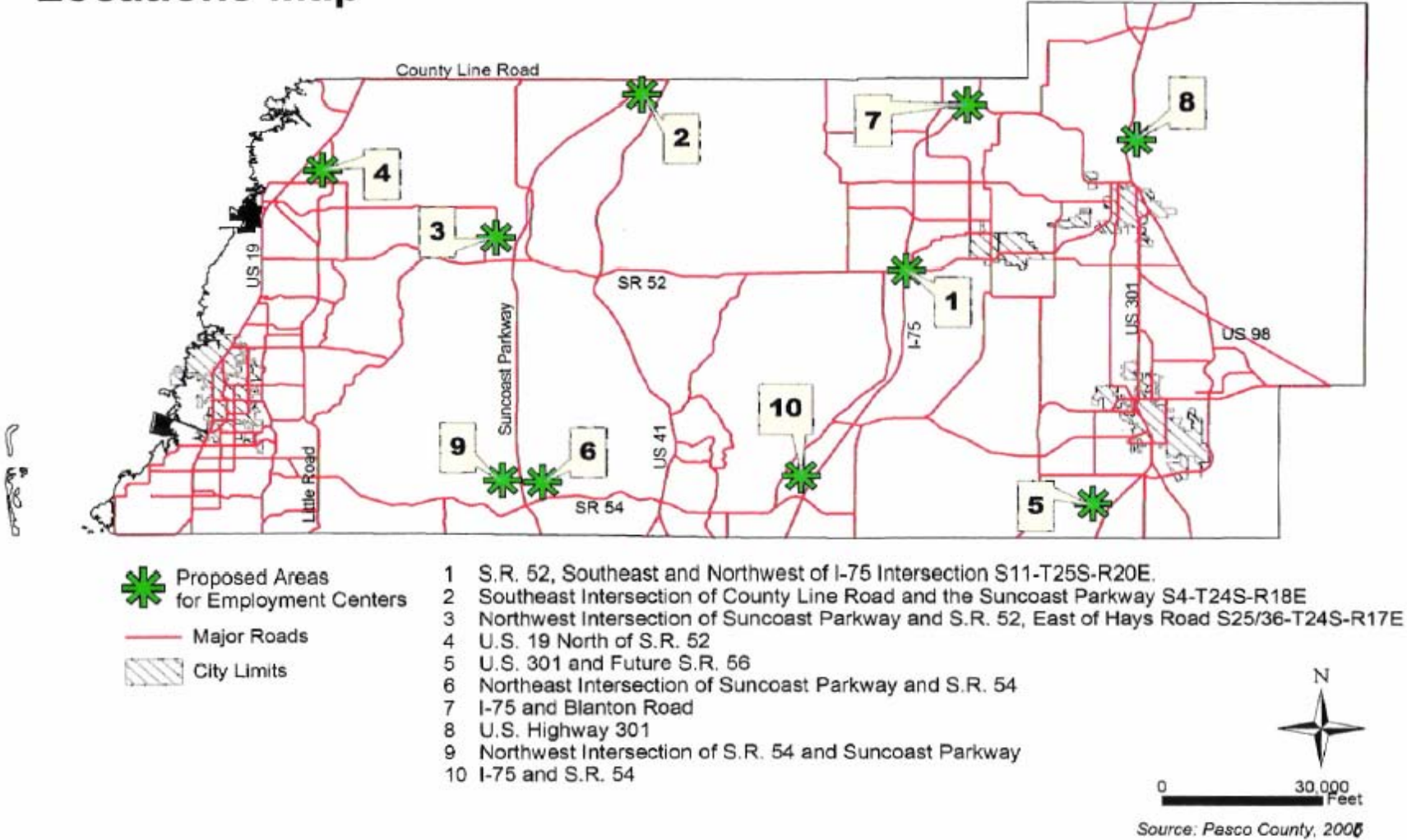
INDUSTRIAL AND BUSINESS PARKS

- | | | |
|-------------------------------|-----------------------------------|-----------------------------------|
| 1 County Line Industrial Park | 8 Suncoast Lakes Business Center | 15 Dade City Business Center |
| 2 Kronos Business Park | 9 NewBell | 16 4 Rail, LLC |
| 3 Scheer Commerce Center | 10 North Suncoast Industrial Park | 17 Zephyrhills Industrial Airpark |
| 4 Custom Commerce Center | 11 Suncoast Industrial Park III | 18 Park Place Center |
| 5 Anclote Business Center | 12 Pasco Commerce Park | 19 Copeland Industrial Park |
| 6 West Pasco Industrial Park | 13 One Pasco Center | 20 ComPark 75 |
| 7 Odessa Industrial Park | 14 Lacochee Industrial Park | |

CORPORATE AND PROFESSIONAL PARKS

- | | | |
|------------------------------|-------------------------------------|-----------------|
| A Trinity Oaks Commerce Park | D NorthPointe at Suncoast Crossings | G Cypress Creek |
| B Longleaf | E Williams Medical Center | |
| C Trinity Corporate Center | F Connerton Commerce Park | |

Proposed Employment Center Locations Map



Non-Profit Transportation Providers

In addition to the public transit services available within Pasco County, transportation access is provided by 9 non-profit agencies. These agencies are members of Florida's coordinated transportation network as governed by Florida Statute 472. The characteristics and limitations of their transportation services are described below.

- 8 providers require an application and have eligibility requirements
- 4 serve the disabled, 3 provide service to 60+ populations, and 2 are youth transportation service providers
- 4 provide wheelchair access
- 3 provide various types of trips, 3 supply only medical trips, 2 provide only educational and other life sustaining trips, and 1 provides program related services to the blind
- Only 1 provides out of county transport
- Free service for qualifying clients is provided by 3 agencies, fares for other services range from \$1.03 to \$24.50 or more per one-way
- 7 provide Mon-Fri services with 44 percent of these services ending at 4:30PM and 2 provide weekend service.

Private Transportation Providers

There are a great number of private transportation providers throughout Pasco County. All of these providers are not listed in this report, but are available to supply transportation services. For-profit transportation services are typically not affordable services for daily transportation needs by the target populations due to fixed- or low-incomes and vehicle accessibility issues for the disabled. Six providers have been identified within Pasco County providing the following:

- None provide out-of-county service on a regular basis, although one provides out of county service by request
- 3 provide wheelchair (w/c) transport
- 2 provide trips to various locations, 1 provides education only trips, 2 provide education and life sustaining trips, 1 provides medical only trips
- Passenger service costs range from \$2.00 per one-way trip (TD Program sponsored trip) to pre-paid accounts requiring a \$200-\$500 deposit to access service
- All but one provide service 7 days a week

A detailed list of transit routes serving the sub regions within Pasco County, non-profit, and private transportation providers is in Appendix G.

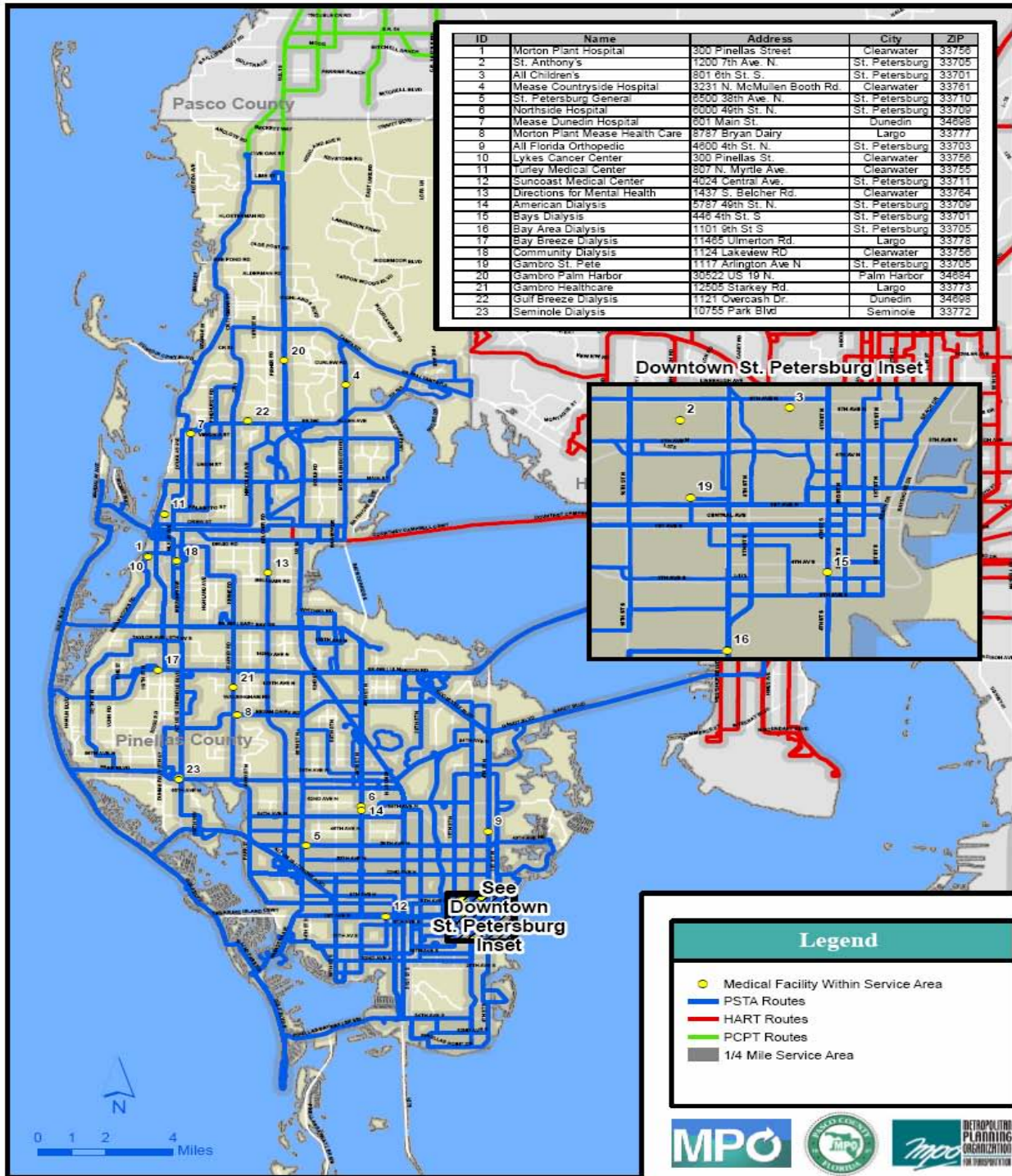
Pinellas County

Public Transit

Pinellas County is served by Pinellas Suncoast Transit Authority (PSTA) providing fixed-route service and Dial-a-Ride Transit (DART) paratransit service. PSTA has an extensive network of transit service that includes 43 fixed-route bus lines, 2 express routes for cross-county travel, and a trolley service connecting the beaches. The following maps show that the existing fixed route system serves almost all of the major medical facilities, public housing, senior centers, and employers in the county. PSTA's DART paratransit service provides trips to people who are determined to be functionally unable to ride the fixed-route service. Trips are provided to and from locations within $\frac{3}{4}$ mile of the fixed-route system and during regular service hours. Other transit providers in the county include the St. Pete Pier Shuttle, the Looper Trolley, Jolly Trolley, the Tarpon Springs Trolley, and the Gulfport Extended Minibus Service (GEMS). These systems serve specific geographic areas within the county.

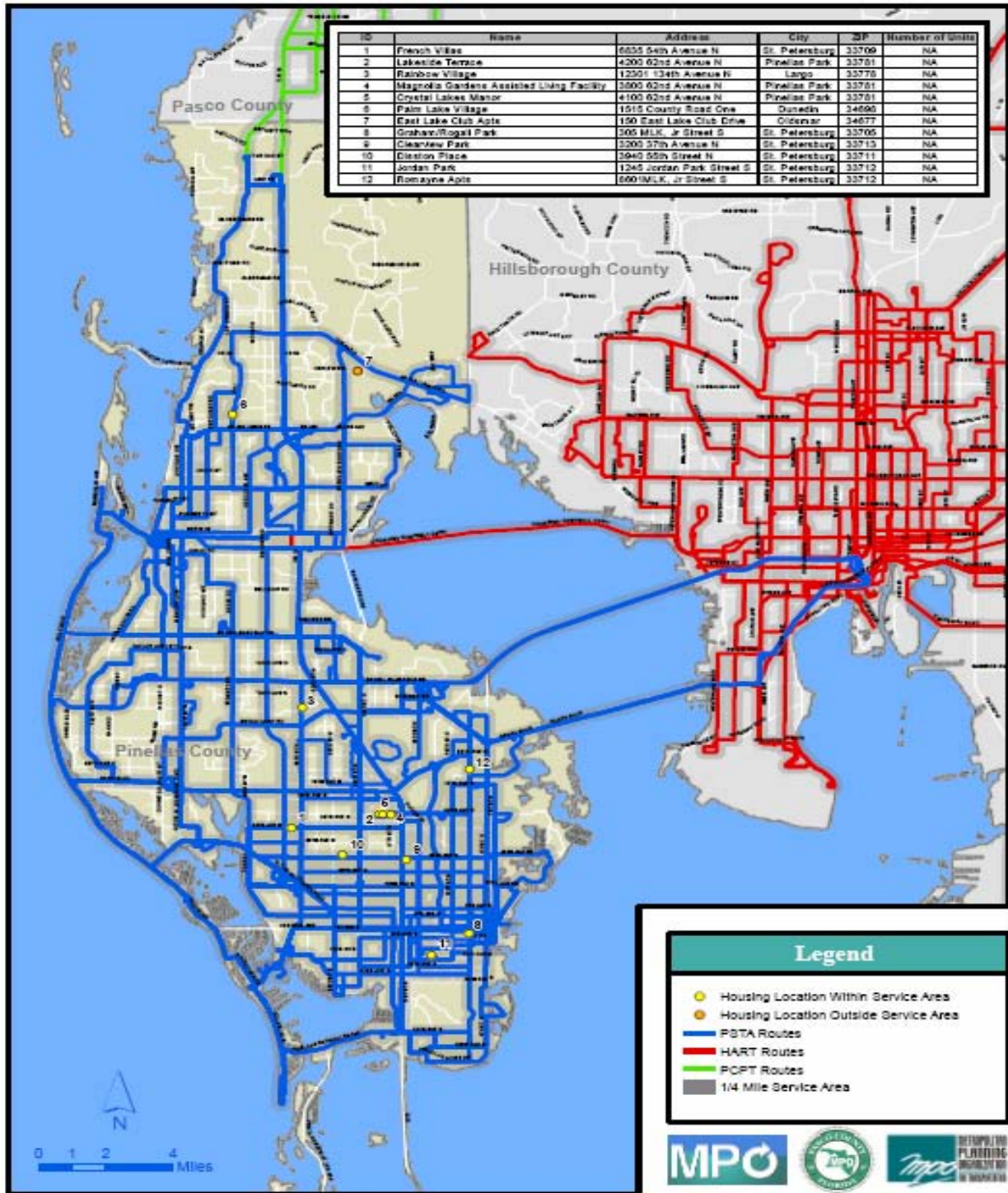
As shown in the inventory in Appendix G, and described in greater detail later in this section, other public transportation services are available in Pinellas County, many of which only serve those people or trip purposes that are eligible based on some sort of criteria. For example, the Transportation Disadvantaged Program provides transportation via the most appropriate form of service (bus, taxi, wheelchair van) to people whose incomes are below 200% of the federal poverty level, who have no vehicle, and who need the transportation for life-sustaining purposes. Neighborly Care Network provides a variety of services to people 60 years or older, including transportation to doctors offices, grocery stores, and group dining sites. The American Cancer Society provides transportation to people seeking cancer treatment. A number of private providers listed, which were approved by the Transportation Disadvantaged Program and/or the Area Agency on Aging, provide transportation for most types of trips but at a higher cost.

Tri-County Access Plan



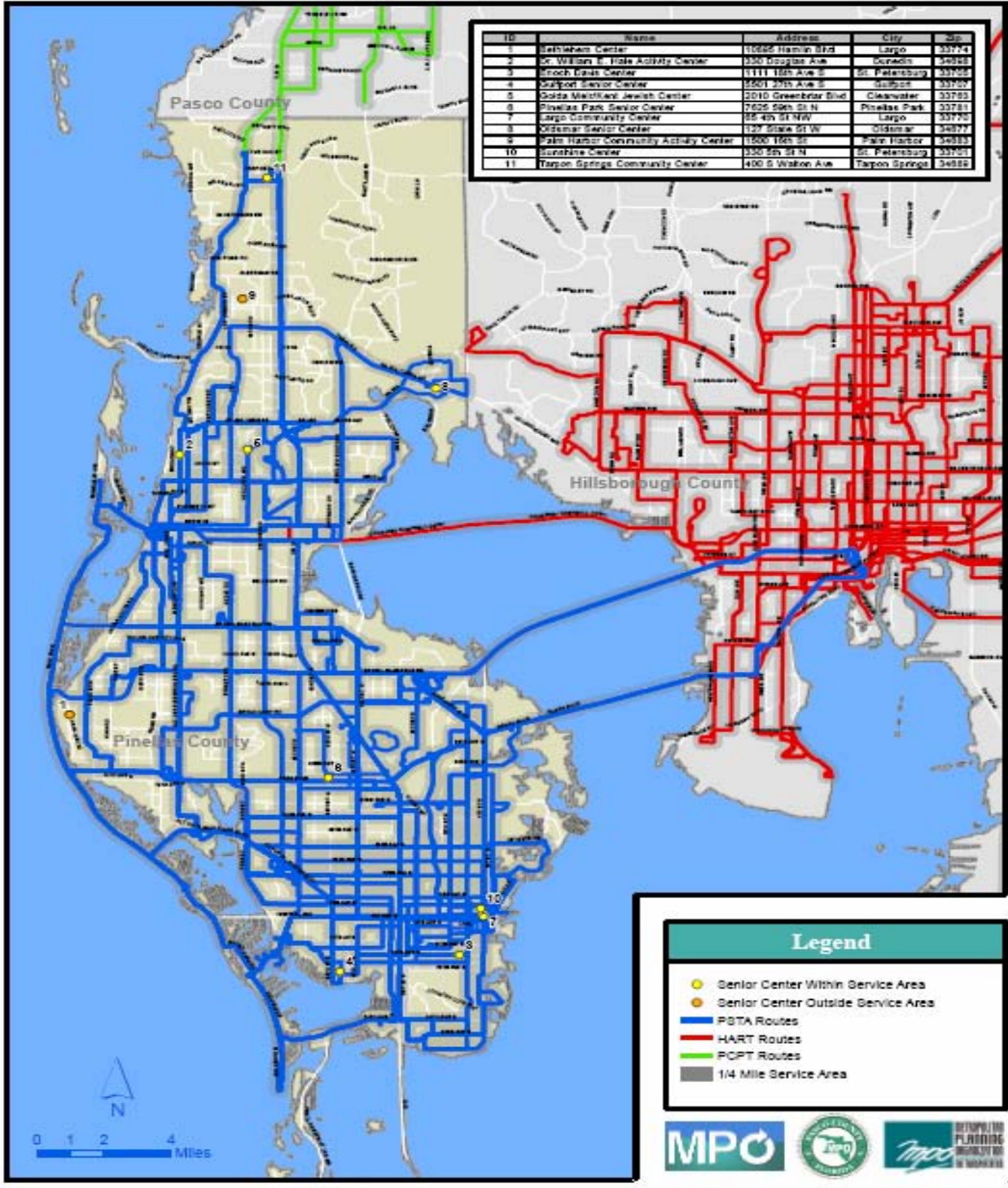
Pinellas County Medical Facility Locations

Tri-County Access Plan



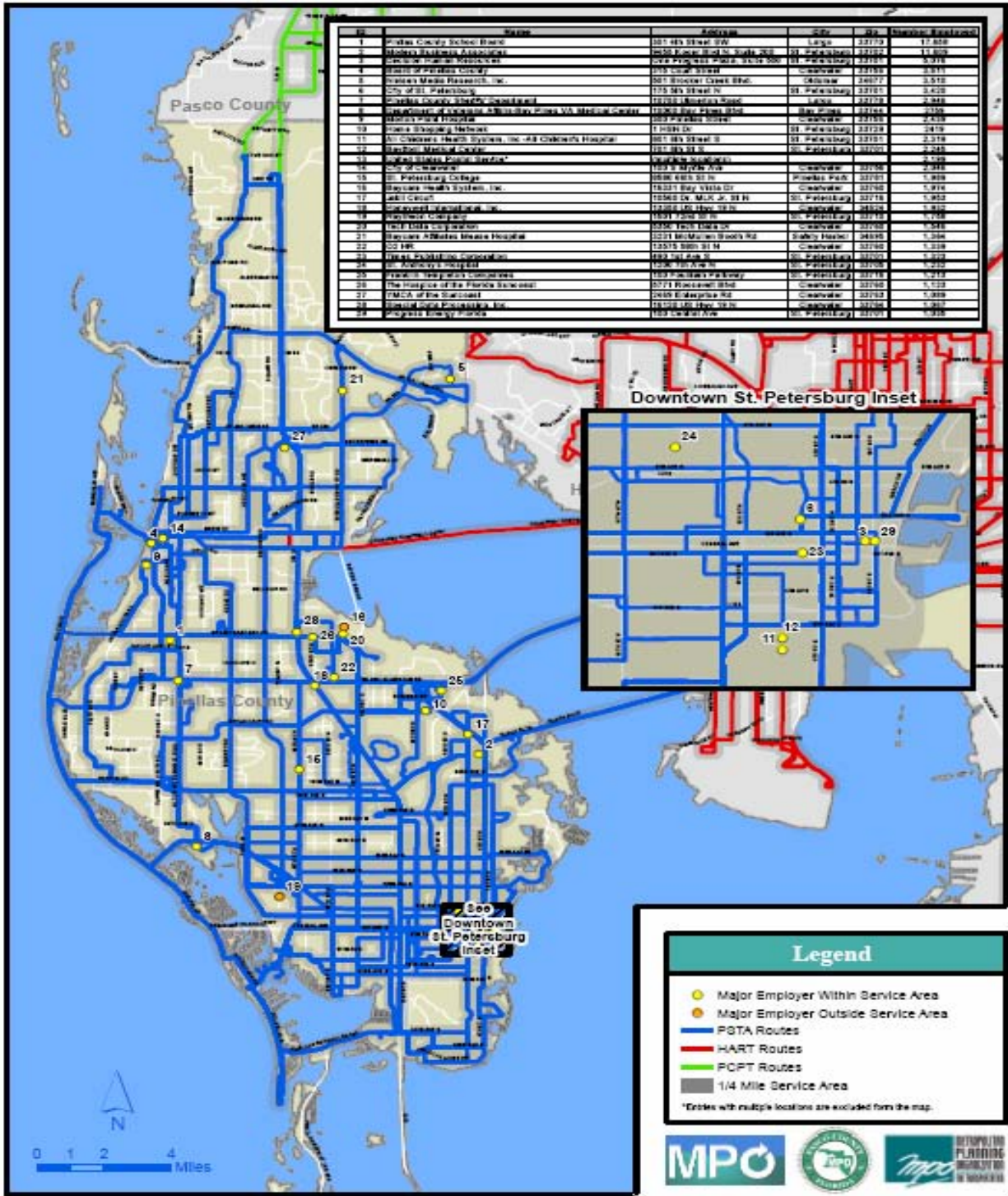
Pinellas County Affordable Housing Locations

Tri-County Access Plan



Pinellas County Senior Center Locations

Tri-County Access Plan



Pinellas County Major Employer Locations

Non-Profit Transportation Providers

In addition to the public transit services available within Pinellas County, transportation services are provided by 24 non-profit agencies. These agencies are members of Florida's coordinated transportation network as governed by Florida Statute 472. The characteristics and limitations of their transportation services are described below.

- 17 providers require an application, registration, or completion of forms, and 13 have specific disability or age eligibility requirements
- 11 serve the disabled, 2 provide service specifically to 60+ populations, 1 provides service to those age 55 and older, 1 provides service to persons under the age of 18, and the remaining providers are available to all
- 12 provide wheelchair access
- 11 provide various types of trips, 7 supply only medical trips, and the remaining 6 provide a combination of life sustaining trips and employment/education related trips
- Only 5 provide out of county transport and 2 of these provide only medical related out of county trips
- 8 provide free service with some accepting donations. Fares for other services range from \$1.00 to \$9.44 or more per one-way trip
- 12 provide only Monday through Friday services, 1 of which allows weekend trips if prearranged. The remaining services provide weekend transportation.

Private Transportation Providers

There are a great number of private transportation providers throughout Pinellas County. All of these providers are not listed in this report, but are available to supply transportation services. The providers in this report either have coordinated contracts or have been approved by the Area Agency on Aging and the Pinellas County MPO to provide transportation services. For-profit transportation services are typically not affordable services for daily transportation needs by the target populations due to fixed- or low-incomes and vehicle accessibility issues for the disabled. 12 providers have been identified within Pinellas County providing the following:

- 4 provide out-of-county service
- 7 provide wheelchair (w/c) transport
- 8 provide trips to most any location and 4 provide a combination of medical, pharmacy, grocery and life sustaining trips.
- Services range from approximately \$2.00 for the first mile of travel to \$22 per hour. One provider requires a one-time deposit of \$150.00.
- 3 provide service Monday through Friday, 2 provide service Monday through Saturday and the remaining providers are available 7 days a week or based on the passenger's needs.

Conclusion

While the tri-county area has an extensive transportation network comprised of public, non-profit, and private transportation providers, these services fail to provide 7-day a week, 24-hour a day access to the target populations. Many of the transportation services outside of public transit require either an application or some type of qualifying measure to utilize the service. The realm of available services, for the most part, serve medical trip purposes. This creates quite a disparity for the target populations with regard to accessing employment, education and other quality of life services.

The tri-county area through the coordinated contract process has done a great job at identifying area transportation providers. This identification helps to streamline like transportation services to avoid duplications. The many medical providers, listed in Appendix G inventory, are not duplicating services because they target specific medical conditions and transport to specific facilities for service provisions to include: dialysis, chemotherapy and radiation, visually impaired, and mentally challenged.

Typically, some degree of existing transportation service is available in urban areas and near most major medical, employer, affordable housing and senior center facilities as shown on the map shown on page 3-25. Those areas without an adequate degree of service are discussed below.

UNMET TRANSPORTATION NEEDS AND BARRIERS TO COORDINATION

Due to the limited amount of existing fixed-route service in Pasco County, more emphasis is placed upon additional fixed-route services and intra-county connections. Because the transit services in Pinellas and Hillsborough Counties are more extensive, the focus can be on system service growth, premium services, and capital improvements.

The additional non-profit and private transportation providers assist the overall network by filling gaps in service, but are very specific in the populations they serve or are too expensive to expand to serve the remaining needs of tri-county residents.

While the service providers and coverage for the tri-county area varies, there are similar problems and unmet needs with transportation service delivery that have been identified as follows:

- Each county prepares a Transportation Disadvantaged Service Plan (TDSP) to evaluate the current transportation disadvantaged services. These transportation services are provided to persons who cannot transport themselves or purchase transportation due to low income, disability, or age by transportation agencies participating in Florida's coordinated transportation system. Eligible trips may include medical, employment,

educational, life sustaining, social, and recreational. However, because of limited TD funding, primarily medical and other life sustaining trips are provided. This illustrates a need for additional funding to support TD trips for other purposes. JARC and NF funds can supply some of the additional funds needed to extend TD program services to certain populations and trip types. In Hillsborough County the most current TDSP found that 13 percent of transportation disadvantaged needs were unmet or 451,356 trips annually. Pinellas has an unmet demand of 24 percent or 5,230,134 trips annually. Pasco County's 2006 Annual Performance Report for the transportation disadvantaged showed that only 4 percent of the potential TD population was currently being served. Of the 8,215 persons receiving service less than 1 percent of the trip requests were not met.

- Transportation funding has been cited as one of the main barriers to providing transportation access, making this one of the greatest unmet needs of the tri-county region.
- A 2003 study by the Good Jobs First organization indicates that no state, including Florida, coordinates its economic development efforts and spending with public transportation service provision. Specifically, the report found that “no state has a policy or even a small cluster of subsidies that either requires or encourages companies that receive subsidies in urban areas to locate the projects at locations accessible by public transportation.” As a result, there is a lack of data and coordination to determine if state economic development programs are reducing or increasing access to jobs for workers who cannot afford a car or are otherwise transportation disadvantaged. Among other strategies, the study recommends using “location efficient incentives” or developer subsidies to encourage companies to locate jobs where they are accessible by public transit. Location incentives can be provided through JARC funding, along with vanpool subsidies and car loan programs that could assist with access to employment for the target populations.
- The following text was noted in the Hillsborough County MPO 2006-2010 Transportation Disadvantaged Service Plan but is relevant to the entire tri-county area. “It can be difficult to coordinate trips with purchasing agencies due to their individual needs, requirements, and standards of service. The Commission for the Transportation Disadvantaged is well aware of this barrier and conducted a review of conflicting agency policies. This review was put into a follow-up report, which outlines both potential and actual conflicts. It is no surprise that the greatest barriers to coordination are from those agencies that are the largest users of transportation disadvantaged services, such as the Agency for Health Care Administration (commonly known as Medicaid) and the Department of Children and Families.

Medicaid requires that every transportation provider is bonded and the owners have background checks approved by the Florida Department of Law Enforcement. The Department of Elder Affairs requires that its transportation providers have training in First Aid and CPR. None of these are necessarily required in local contracts with the CTC. Furthermore, lower service standards often lead to lower costs and lower prices for agencies. Accordingly, many funding agencies opt for service outside the system, despite the lower service standards. This sacrifice of quality for cost creates a loss of efficiency within the coordinated system.”

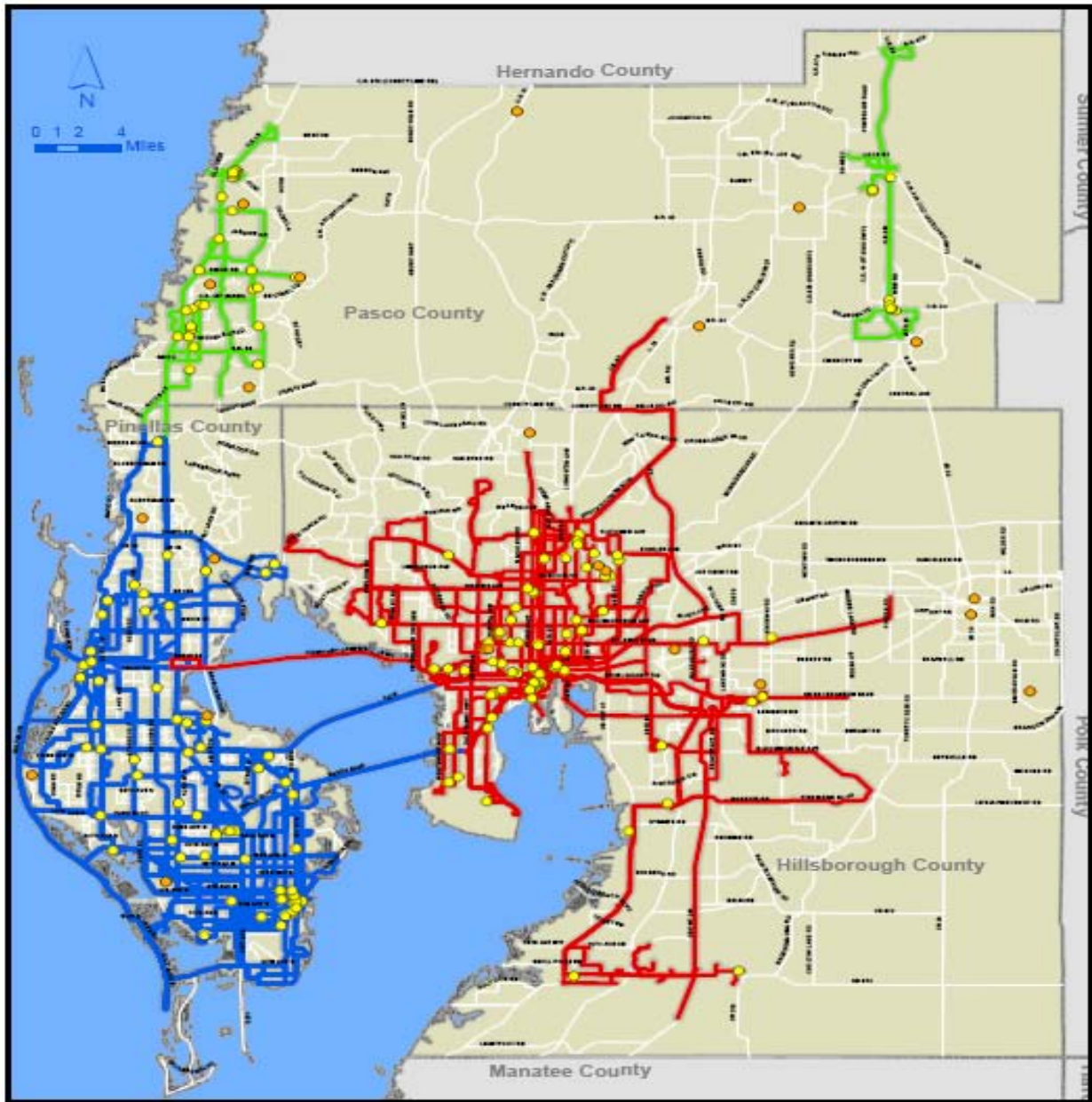
“Additionally, Medicaid and the Department of Children and Families each have authority for approving a rate structure, which means there could be three different fee schedules in any local Transportation Disadvantaged Program. Another conflict is with Medicaid and Department of Elder Affairs, who claim that when frail individuals are transported, the minimum performance standards are not acceptable. This individualization creates an environment where each service, for each person, in each agency drives decision-making.”

“The above examples do not constitute a comprehensive list of agency conflicts. While it may seem logical to incorporate all agency requirements into a memorandum of agreement, this may prove impossible and will increase trip costs to all of the purchasing agencies. If all of these purchasing agencies would accept a standard set of policies and performance standards for their transportation disadvantaged services, this would greatly improve the system’s overall efficiency.”

The JARC, NF and E&D federal legislation should assist all publicly funded transportation providers with coordination. The requirement of a LCHSTP is the first step in ensuring that coordination occurs and that this coordination is effective in reducing duplication of services and obstacles preventing the highest level of customer service.

- TCAP GIS analysis identified 5 major destinations within Hillsborough County without transit service, 10 in Pasco County and 9 in Pinellas County. See map on following page:

Tri-County Access Plan



Legend

- Location Within Service Area
- Location Outside Service Area
- 1/4 Mile Service Area
- HART Routes
- PSTA Routes
- POPT Routes



Tri-County Major Destinations

JARC/NF PROGRAM TARGET AREAS

From an analysis of transit needs, based upon existing services and concentration of targeted populations, the following areas within each county have been identified as priority areas for increased mobility options. The areas for JARC and NF eligible activities were chosen based upon a high percentage of target populations combined with a lack of existing transportation service. A map displaying the census tracts with the highest populations and the public transit routes if any, serving these areas is included in Appendix B.

Hillsborough County

While the existing services meet the needs of many residents, there are still underserved populations and many services needed. The northeast portion of the County has very limited public transit service and should be reviewed for additional transportation options. This area of the County currently has two senior centers and a mental health treatment facility without existing transit service. In addition, segments of this area, primarily within the boundaries of the Pasco/Hillsborough County line, SR 301, SR 39, and Knights Griffin Road consist of high concentrations of elderly (10-15%), disabled (25-30%), low-income (50-100 households), and unemployed populations (1%). Plant City, also within the northeast region of Hillsborough County, displays a similar demographic make-up and has a higher level of unemployment as follows: elderly (>30%), disabled (25-30%), low-income (50-100 households), and unemployed populations (2-3%).

The non-profit and private transportation services provide limited access to the target populations based upon cost to the passenger, service locations, hours and days of operation, and eligibility requirements. Employment type trips are particularly limited for lower-income populations, especially those holding shift hour work. From the list in Appendix G of both non-profit and for profit existing services, it is evident that later evening and work type trips are harder to accommodate and have a higher cost for service. Employment opportunities for out-of-county travel are even more limited because of the lack of out-of-county providers that are affordable. Voucher programs and vanpool services could help to provide better transportation access to JARC populations within Hillsborough County.

By evaluating existing transportation services, major destinations, and demographic information, needs in transportation services for the disabled, elderly, and low-income emerge. In Hillsborough County, the MPO/HART 2004 Regional Jobs Access Plan Technical Update was also used to supplement the analysis done as part of development of the TCAP.

In reviewing existing transportation services, it becomes evident that more of the low-cost public transportation services and programs provide trips to medical services than to social activities, education, or employment. In reviewing the major destinations and demographic information, many of these transportation services, even those providing medical trips, are limited to

Hillsborough County or smaller areas within the county, making it difficult for disabled, elderly, and low-income persons to access services inter-county and intra-county.

The Hillsborough JARC plan identified areas within Hillsborough County that demonstrate spatial or temporal mismatches between low-income populations, employment opportunities, and the existing transit system. Spatial mismatch is the sociological, economic and political phenomenon in which employment opportunities for low-income people are located far away from the areas where low-income individuals live. A temporal mismatch within the transportation industry is defined as individuals that are traditionally transit-dependent not having access to potential job locations during off-peak times. While transportation service is provided, the service is not consistent with work schedules and this timing inconsistency eliminates transportation access.

As part of the Hillsborough MPO's Regional Job Access Plan's technical analysis, areas of immediate concern were identified. While all regions of mismatch warrant consideration, the areas identified and described below may be considered higher-priority due either to the intensity of low-income households and/or jobs in the area or to the relative ease of remedying the mismatches. The following factors were considered in the prioritization process:

- 1) The number of total jobs in the area
- 2) The number of businesses that typically have entry-level positions
- 3) The number of low-income households
- 4) Proximity to transit
- 5) Major activity centers
- 6) Developments of Regional Impact in the area

Those areas that demonstrated a spatial or temporal mismatch for two or more of the first three factors above were given highest priority. Of these regions, the ones that were closest to existing transit were given higher priority since it will likely be more feasible to extend current service to adjacent areas than to establish new service in outlying areas. Each of the 'priority areas' presented below are just outside the core service area of the HART system. Major activity centers were also considered in the prioritization process; activity centers typically have destinations other than employment such as shopping, childcare or various services.

Clusters are presented below in two sections, spatially mismatched areas and temporally mismatched areas. Areas of immediate concern are presented for each category. These areas are broadly identified based on a countywide scale of mismatches. To most effectively serve these areas, a more detailed examination of options should be examined before designing a new route or route deviation.

Spatial Mismatch – Prioritized Areas

The following areas are of critical concern because despite containing both significantly low-income households and job opportunities for the residents of these households, some portion of the area is not currently served by public transportation. Some of the areas are also close to major activity centers or developments of regional impact (DRI). Improved service to these areas would provide transportation access to low-income populations, jobs, and activity centers. Figure 3-1 displays the locations of each of these areas.

Each of the areas identified are described in terms of the general location, general boundaries and major employers. In some cases the roads identified as area boundaries are currently served by public transportation; these roads should not be confused with the areas that they define, which are not currently served by public transportation. Along with the boundaries for each area is a list of the major employers (those with 250 or more employees) in industries likely to have entry level positions.

- **East Lake/Orient Park (Broadway & US 301)** – Generally bound by Martin Luther King Jr. Boulevard to the north, SR 60 to the south, Falkenburg Road to the east, and Orient Road to the west, this area provides access to 16,593 total jobs, 175 employment locations that would typically have entry-level employment (2 major, 28 mid-sized and 145 small centers), and a population of 1, 239 residents of significantly low-income. The community is also close to two planned developments of regional impact, the Lake Fair Mall and Eastshore Commerce Park. The major employers include Coca-Cola Bottling Company and Intermedia Communications Incorporated.
- **Port of Tampa (South of Causeway Blvd.)** – This area, which encompasses the entire peninsula that is south of Causeway Boulevard (where Causeway intersects with 20th street), lies just east of Harbour Island. Providing access to the Port of Tampa, the area is of critical concern because it provides access to a considerable amount of jobs (9,941) and to a significantly low-income population of 257 residents. While this area is very close to existing public transportation, it is not specifically served – this may be due to a security regulation regarding buses on Port property. While there is no single independent business that employs 250 or more individuals, the overall entry level job concentration in this area is very high. Tampa Bay Ship Building and Repair, and Amalie Oil Company are among the larger employers in the area (each company employs 100-249 people).
- **Airport Industrial (Westshore Blvd. and MLK Jr. Blvd.)** – Bound by Hillsborough Avenue to the north, Boy Scout Boulevard to the south, Lois Avenue to the east, and Tampa International Airport to the west, this area contains many employment locations that would typically employ entry-level workers (3 mid-sized and 75 small), and the surrounding census tracts contain a considerable 18,787 total jobs. This unserved area is not only in close proximity to existing public transportation, but is very near the

Hillsborough Community College Dale Mabry Campus and other major activity centers in the Westshore area. There is no single business employing 250 or more individuals in this area. Florida Water Products, and Catalina Food Corporation are among the larger employers in the area (each company employs 50-99 people).

- **Carrollwood Village/Plantation (Linebaugh Ave. & Nixon Rd.)** – Improved service to this area would provide access to a number of low-income households as well 102 employment locations that would typically employ entry-level workers (1 major, 8 mid-sized, and 92 small centers). This area is bound by Gunn Highway to the north, Waters Hillsborough County MPO/HART Avenue to the south, Dale Mabry Highway to the east and Anderson Road to the west. The major employer in this area is Vf Image Wear.

Temporal Mismatch – Prioritized Clusters

The following areas are of critical concern because despite containing considerable job opportunities, some portion of the area is not currently served by public transportation during one or more of the analyzed time periods. Areas that were found to exhibit spatial mismatches are not included in this list because they have already been discussed. Figure 3-1 shows the locations of each of these areas.

- **Ybor City (22nd St. & Crosstown Expressway)** – Bound to the north by 21st Avenue, by McKay Bay to the south, 43rd Street to the east, and 22nd Street to the west, Ybor City contains nearly 100 businesses that would typically have entry-level positions (5 mid-sized and 93 small), and the surrounding census tracts contain more than 17,000 jobs. This area presents temporal mismatches in the early morning and on the weekends. This area is adjacent to the several activity centers located in Ybor City and nearby Channelside; both of which are attractors on the weekends. There are no businesses employing 250 or more individuals in this area. Gulf Marine Repair Corporation (100-249 employees) and Duro Bag Manufacturing Company (50-99 employees) are among the larger employers in the area.
- **Temple Terrace (Fletcher & I-75)** – This area contains 48 employment locations that likely have entry-level employment (3 major, 4 mid-sized and 41 small), and the surrounding census tracts contain 18,056 total jobs. The area is also proximate to the Tampa Palms mixed-use DRI, Telecom Park, the Hidden River Office Park, University of South Florida, and a variety of retail locations that offer the potential for numerous entry-level positions. There are temporal mismatches on the weekends and for non-business hours during the week. This area is bounded by the Hillsborough River to the north, Fowler Avenue to south, I-75 to the east, and 50th Street to the west. The major employers in this area include Bausch and Lomb Incorporated, Verizon Data Services Incorporated, and Coca-Cola Bottling Company.

HART has provided service to the Hidden River area in the past; but the additional service garnered extremely low ridership and was therefore discontinued. This past failure does not decrease the importance of providing adequate access to jobs in this priority area; however, alternate solutions besides increased HART service may be appropriate here.

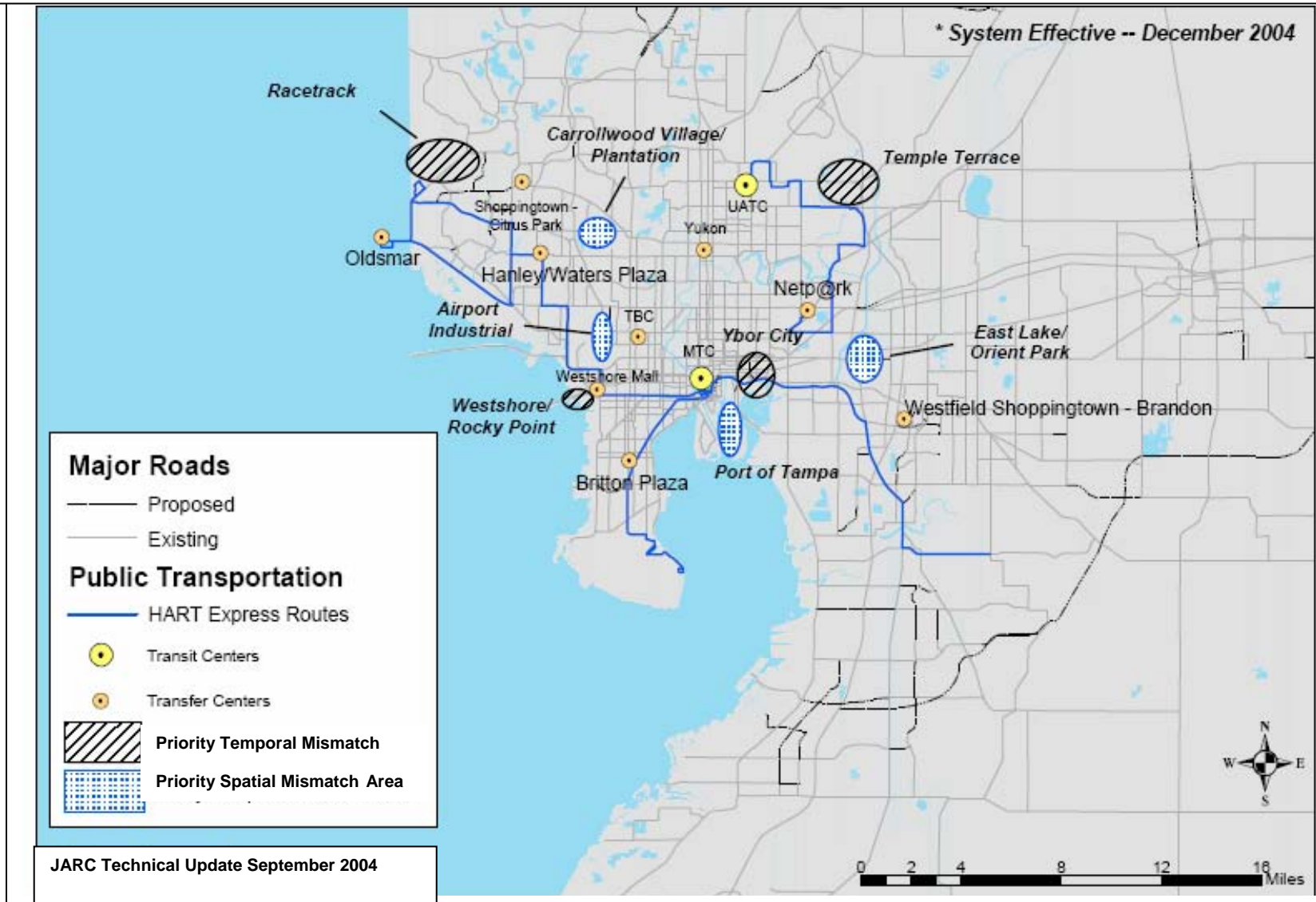
- **Racetrack (Racetrack & Linebaugh)** – There are 109 employment centers that would typically have entry-level employment in this cluster; there are also 21,806 total jobs in the surrounding census tracts. This area is proximate to Tampa Bay Downs as well as the Tri-County Business Park. Temporal mismatches are present on the weekends and in the early mornings or after 10pm during the week.

There are few major roads in this area. The area extends as far north as the Nine Eagles golf course, it dips down to the intersection of Racetrack Road and Countryway Boulevard to the south, it extends ½-mile east of the intersection of Racetrack Road and S. Mobley Road to the east, and the Pinellas County Line is its western boundary. Major employers in the area include SRI/Surgical Express Incorporated, Tampa Bay Downs, Repron Manufacturing Services, and Repron Electronics Incorporated.

- **Westshore/Rocky Point (Memorial & Kennedy)** – This area, which stretches from the intersection of Memorial Highway & Kennedy Blvd. west to Rocky Point, contains 82 businesses that would typically have entry-level employment (5 mid-sized and 77 small businesses) and the affected census tract contains 5,348 total jobs. This area is the largest employment center in the county and includes regional developments such as Rocky Point and a variety of hotels that have retail and hospitality jobs with non-traditional work hours. Temporal mismatches are present for this area on the weekends and during non-business hours during the week. Ramada Inn, Kepro, and Health Point medical group are among the larger employers in the area (each company employs 50-99 people).

Figure 3-1 summarizes the location of the priority spatial and temporal mismatch locations that were identified through the geographic analysis.

**Figure 3-1: Areas of Spatial and Temporal Mismatch
Priority Areas**



Pasco County

There are clear deficiencies in the provision of service to the central portion of the County, no connections between East and West Pasco County, and limited service to the surrounding areas. Because of this limited service, there are still unserved and underserved populations and major destinations as described below.

- Lacoochee – This area of Pasco County is characterized by high concentrations of low-income, unemployed and disabled populations with moderate elderly populations ranging between 15-20 percent. The area is currently served by PCPT with routes 30 and 31 Monday through Saturday. Additional public transit services focusing on access to employment should be considered for funding under the JARC program.
- Zephyrhills West – This section of Pasco County has senior centers, affordable housing and major employers outside of the existing public transit service area. The area also has major medical facilities with very limited transit access. Currently PCPT services on route 23 and 30 serve the area Monday through Saturday. This area has high populations of elderly and disabled populations (more than 30%), low-income households (50-100), and unemployment of (1-2%).
- New Port Richey/Dade City North – While these two areas are on opposite sides of Pasco County, they both have no existing transit service and populations that could benefit from JARC funded public transportation services, especially Dade City North (Census tract 121010324006) with an unemployment rate of 7 percent, and parts of New Port Richey (Census tract 121010314022), with a low-income population of 14 percent (See Appendix B). Elderly and disabled populations are also a moderate percentile of these two areas.

Pasco County has the largest number of unserved major employers, hospitals and affordable housing locations by public transit in the tri-county region.

- Five major employers within Pasco County do not have public transit access, including:
 - Pall Aeropower Corp and Volunteer Way within Newport Richey are near existing transit lines but outside of the ¼ mile buffer defining transit accessibility. Extending existing transit services to these companies is probably the most cost effective and efficient manner to provide transportation access because of their proximity to existing service. This area along Ridge Road has high concentrations of elderly, disabled, and low-income populations.

- Overstreet Paving Company in Spring Hill has no existing transit service. Located in the north Central portion of Pasco County along S.R. 441, this employer could benefit from vanpool/carpool, vouchers, or other employer subsidized transportation services. Since there is no existing public transit and the target populations in this area range from moderate to low income, more expensive transportation options such as fixed-route service are not recommended. However, new transportation services providing connectivity between East and West Pasco should consider whether a northern route is feasible and if so include service to this employer.

- Saddlebrook Resort along C.R. 54 in Zephyrhills could benefit from feeder service connecting HART's existing express routes 51X and 52X to the existing PCPT local route 30. Transportation service in this area would also provide access to the Pasco Woods affordable housing location that also has no existing transit access. A feeder service connecting the affordable housing locations to a major employer, cross county service and other local service would be an ideal connector and provide increased transportation coordination.

- Saint Leo University is another major employer without transit access. While this is a major employer it is also important to note that this is a higher education facility without service. The percentage of target populations in this area is fairly low. Because of the employment and educational services offered at this location transportation service should be considered. However, because of the college aged population in this area shuttle type service may be more successful. The University could offer shuttles serving on- and off-campus locations to provide increased transportation access to faculty and students. Also, carpool services should be promoted to both University students and employees.

- The only medical provider in Pasco County without existing transit service is Morton Plant Mease Trinity Outpatient in New Port Richey near the Pinellas/Pasco County line. Services currently offered at Trinity Outpatient Center include: cardiac services, stress testing, outpatient surgery, outpatient laboratory services, endoscopy, nuclear medicine, and full service imaging. This facility completed a \$7 million expansion in 2007 and is just outside of existing public transit service. PCPT should extend local service to this facility. Current patients have transportation access provided by HealthRide. HealthRide is a free van service at the hospital that is provided by volunteer dispatchers, driver aides and drivers. The HealthRide service does not address the needs of employees, patients that aren't incapacitated from medical procedures, or potential patients that do not have other transportation access to the facility.

- Meeting House at Zephyrhills is a 160 unit affordable housing complex just outside of PCPTs existing transit service boundaries. An extension to Route 30, currently providing hourly service Monday through Saturday until 7:15pm would provide access to this facility. As noted below, with additional funding PCPT plans to add service to this area. Based upon the employment opportunities available and the medical services provided by this facility, transportation services could qualify for both JARC and NF funding.
- Pasco County has two major senior centers currently outside of the existing transit service buffer, CARES Zephyrhills and CARES Hudson Bayonet Point Enrichment Center. Plans for service to CARES Zephyrhills are discussed below. Similar PCPT route extensions would serve CARES Hudson Bayonet Point Enrichment Center. These centers also have volunteer transportation services. The NF funding may be an opportunity to extend the existing fixed-route service or expand the volunteer transportation program.

In addition to existing services, when funding is available, the following new services and improvements, which are included in PCPT's 2006-2010 implementation plan are recommended as highlighted below.

- Implement new bus route SR 52. SR 52 spans from east to west across central Pasco County. The corridor does not have existing bus service. Providing service along this corridor would greatly increase intra-county connectivity while serving the target populations. This corridor is comprised of more than 100 households below the poverty level (Going toward east Pasco on SR 52 poverty level households decrease to the 25-50 range.), 2-3 percent unemployment, 15-20 percent age 60 and older and 20-25 percent disabled.
- Implement limited cross-county connector route on SR 54. Implementing this service would achieve similar objectives as the SR 52 route by connecting east and west Pasco. The SR 54 corridor has a low-income population of 50-100 households, 2-3 percent unemployment, 15-20 percent elderly, and varying degrees of disabled individuals. Immediately north of SR 54 at the N. Suncoast road boundary the unemployed population increases to greater than 4 percent and the disabled population increases to greater than 30 percent.
- Implement new bus route in Hudson (North of SR 51 and East of U.S. 19). This area has major medical facilities and some affordable housing, but limited transit access. Additional public transportation to this area would provide access to the target population

as the Hudson/Denton area has high concentrations of low-income (>100 households), elderly (20-30%), disabled (>30%), and unemployed (2-3%).

- Implement new bus route from Zephyrhills to Wesley Chapel. Both of these areas have extensive percentages of the target populations and limited public transportation. This area has Florida Hospital Zephyrhills, a major employer for Pasco County, CARES Zephyrhills Senior Center, Meeting House at Zephyrhills affordable housing and four major medical centers. Currently, the senior center and the affordable housing locations have no access to public transit, while the other facilities have limited access. In addition there is moderate to high low-income populations in this region of the county, 1-2 percent unemployment, and greater than 30 percent elderly and disabled populations.
- Meet with transit systems in neighboring counties to coordinate services as appropriate. The coordinated services will increase employment opportunities by adding regional connectivity. Hillsborough and Pinellas County have larger employment sites and access to these locations for Pasco County residents can improve the current unemployment rates.
- Implement Saturday service. Many of Pasco County's major employers consist of entry level jobs that require shift work including evening hours and weekends. Expanding service coverage to Saturdays would help to accommodate access to these employers and their employment opportunities. Some of the major employers include Wal-Mart Supercenters, Winn Dixie Stores, Incorporated, US Postal Service, and medical facilities which all operate on the weekend. In addition this would provide greater access to medical services during weekend hours.
- Extended hours of service in East Pasco. Similar to the benefits mentioned under implementing Saturday service, increased service hours provide more access to employment, medical, educational and social activities.

Pinellas County

After evaluation of the maps completed for major destinations in Pinellas County the following unmet needs were identified:

- There are 2 major employers in Pinellas County without existing transit service, Baycare Health System, Incorporated located southwest of the Bayside Bridge in Clearwater and Raytheon Company located between Park Street and 66th Street North, just south of 22nd Avenue North in St. Petersburg. Both agencies employ between 1,000-2,000 employees and are immediately outside of existing PSTA transit service. These

employers have a fairly low percentage of the target populations in their surrounding areas with the exception of low-income households near Baycare Health System, Inc. This area surrounding the southern portion of the Bayshore Bridge has more than a 100 low-income households. Transportation service along the Bayshore Bridge would provide access to employment and medical services in addition to providing connections into Hillsborough County via express Route 200 and connections to PSTA local service to this low-income area. Baycare Health System also provides transportation services to its patients.

Raytheon Company, specializing in intelligent information systems, missile systems and integrated defense systems offers employees' payroll deductions for auto insurance called METPAY. This service helps ease the burden of owning a private automobile. Other pretax transportation subsidies should be promoted such as bus pass purchase programs, and vanpool subsidies through this employer. In addition carpool service is another mobility option that has the potential to be successful at this location.

- East Lake Club Apartments is the only affordable housing location outside of the transit accessible ¼ mile buffer. Their location is immediately outside of commuter service on PSTA commuter Route 93 and local Route 19. A deviation on the local route to Curlew Road would provide access to this location. This area has 50-100 low-income households and low percentages of elderly, disabled and unemployed populations.
- Two major senior centers have no existing direct transit service, Bethlehem Center in Largo and Palm Harbor Community Activity Center in Palm Harbor. Both locations are located just outside of the ¼ mile standard utilized to measure fixed-route accessibility and have high amounts of low-income and elderly populations and low percentages of disabled and unemployed individuals. Because of these factors providing extensions to the current services would more than likely be the best option. In addition, a community circulator for the Palm Harbor Activity Center might be a successful transportation service, due to the close proximity to shopping venues and the beaches.

Pinellas County did not have an existing JARC plan therefore the areas discussed below were identified entirely through this plan's GIS analysis of existing services, unmet needs and locations of the target populations. The following locations are priority areas for Pinellas County. The map in Appendix B illustrates the target populations to existing transportation services ratio.

- Dunedin – As shown on the map in Appendix B parts of Dunedin have no existing public transit services. These areas have populations where greater than 90 percent are elderly and would benefit from NF funded transportation services.

- Clearwater – This area of Pinellas County has a high percentage of elderly residents comprising its total population. The area may benefit from increased public transportation tailored to the needs of elderly individuals. Feeder services, which reduce walking distances by providing greater community penetration would assist in providing greater access to the elderly. Also, technology improvements such as interactive voice response (IVR), Computer Aided Dispatch (CAD), and Automatic Vehicle Locator (AVL) could be utilized in conjunction to send messages to the elderly via phone of when services are available near their location. This mechanism can reduce wait times at transit bus stops and centers making it easier for elderly persons to use transit.

Additional weekend service, especially, Sunday services should be considered for parts of Clearwater. The area is currently served by PSTA local routes:

- 19 – Service 7-days a week along U.S. Highway 19 to: Tarpon Springs, Westfield Shopping Town Countryside, Coachman Fundamental Middle School, Hampton Rd, Clearwater Mall, Shoppes at Park Place, Central Plaza Terminal, Pinellas Technical Education Center (PTEC), Gibbs High School, 46 Ave S & 34 St S, Eckerd College.
- 62 – Weekday service to Tyrone Square Mall, 71 St N, Belcher Rd, Jasmine Courts, McMullen Booth Rd/CR 611, The Hampton at Clearwater, Westfield Shopping Town Countryside, The Shoppes of Boot Ranch.
- 67 - Monday through Saturday service to Park Street Terminal (Downtown Clearwater), Drew St, Hercules Ave, Westfield Shopping Town Countryside, Enterprise Rd, McMullen Booth Rd/CR 611, Oldsmar City Hall, Oldsmar.
- 76 – Service 7-days a week to Park Street Terminal (Downtown Clearwater), Cleveland St, St. Petersburg College, On Top of the World East and West, Westfield Shopping Town Countryside.
- 78 - Service 7-days a week to Park Street Terminal (Downtown Clearwater), Clear Bay Terrace Apartments, Dunedin City Hall, Mease Dunedin Hospital, Mease Manor, Main St/580, Westfield Shopping Town Countryside.
- 82 - Monday through Saturday service to Park Street Terminal (Downtown Clearwater), Palmetto St, Highland Ave, Sunset Point Dr, Coachman Fundamental Middle School, The Long Center, Sunset Point 19 Shopping Center, Main St, Safety Harbor, Philippe Pkwy, Enterprise Rd/CR 102, Westfield Shopping Town Countryside.

Other transit related needs that would improve services to disabled, elderly, and/or low-income persons and have been identified by PSTA in its 2007-2011 Transit Development Plan Update include:

- East Lake/McMullen Booth Road (New Route 62X) – New express service along this corridor to Carillon and the eventual establishment of Bus Rapid Transit (BRT). The East Lake area has a couple of major employers and medical facilities.

In addition, the population in this area is comprised of 1-2 percent unemployment, 50-100 households with an income of less than \$10,000 annually, a varying amount of disabled individuals ranging from 15-30 percent and a range of elderly persons from 15 percent in some areas to greater than 30 percent in other areas within the East Lake boundaries noted above. This area might benefit from NF and/or JARC funded transportation services.

- A number of service corridors identified for new service include:
 - CR 1 and Tampa Road – this area has existing fixed route transit service, but would benefit from additional services. The area is comprised of 2-3 percent unemployment, 15-20 percent elderly and disabled populations and 50-100 households that are low-income.
 - 54th Avenue North, east of US 19, this area is currently served by PSTA, but has high concentrations of the target populations. More than 100 low-income households are in this area of Pinellas County, with a 15-20% percent disabled population, 2-3 percent unemployment and varying degrees of elderly populations ranging from 10-30 percent.
- Keystone Road is another focus area primarily for services that benefit the elderly. This region has a high elderly population comprising more than 30 percent of the population. The other target populations, disabled, low-income and unemployed persons make up a low percentage of this area's residents. JARC sponsored projects should be considered for this area to support elderly work or work related trips and 5310 funds to support other transportation needs.
- Establish express service to support the large volume of commuter trips originating in Pasco and Manatee Counties, along with the development of Park-n-Ride infrastructure. This goal will help to improve regional connectivity and access to employment, medical, educational and social services. As shown in the discussion

for Hillsborough and Pasco Counties, the goal for increased regional connectivity is shared by all three counties.

General Area Knowledge

Based on the Hillsborough, Pasco & Pinellas MPOs' communications with area employment-related and social service agencies, workforce and medical transportation needs are a priority. Employment-related agencies include Bay Area Commuter Services (BACS), Workforce Alliance, and WorkNet Pinellas. BACS provides carpool matching services to Tampa Bay area residents, while Workforce Alliance and WorkNet serve the region as the unemployment, job training and employment coordination agencies. The clients served by these two agencies have complained about the lack of transportation services to beachside employers and access to regional medical facilities with high employment such as the Veterans Hospital and H. Lee Moffitt Cancer Center and Research Institute. As access to the Moffitt Center also serves medical and employment trip purposes, many participating social service agencies added that transportation access to these facilities is a priority. Projects providing access to these facilities can be considered for both JARC and NF funding. Transportation services that would provide access to beachside employers should be considered for JARC funding. The projects for beachside employers should be flexible enough to provide service for multiple shifts and days of the week as the employers along the beach primarily offer entry-level hospitality industry employment opportunities.

The Hillsborough, Pasco & Pinellas MPOs also communicated with local paratransit providers, members of the public, and the local CTCs to develop the plan.

Target Areas for Increases to Existing Service

The following areas have high target populations (Shown on Appendix B-3 Map) and also have existing public transportation. These areas should be considered for premium services once underserved areas with concentrations of the target populations are provided mobility options through JARC/NF funding:

- Tampa – The population in Census tracts 120570051018 and 120570051012 in downtown Tampa is approximately 89 percent disabled. These two tracts have a high amount of existing transit service provided by a combination of more than 20 HART local and express routes. Individuals within these tracts have adequate service coverage but may benefit from premium services. Other services for those unable to use fixed-route transit should also be considered.

- St. Petersburg – JARC and NF funding should be utilized to support additional transportation options in downtown St. Petersburg primarily between 5th Avenue North and South, 1st Street, and 10th Street as a review of this area showed varying but relatively high degrees of disabled, unemployed and/or low-income individuals within this section of Pinellas County. While this area is currently served by more than 15 PSTA routes, extended service hours and premium services may provide added benefit. Other services for those unable to use fixed-route transit should also be considered.
- Bayonet Point/Hudson – This area within Pasco County has limited transportation services provided by PCPT routes 14, 18 and 21 with service Monday through Saturday. The area houses six of Pasco County’s major medical facilities. In addition, the area has moderate to high low-income, elderly and disabled populations. Unemployment is between 1-2 percent. Mobility options for this area should utilize JARC funding to provide access to higher paying employment sites and NF funding to assist the disabled populations. Sunday service and later evening service should also be considered.

PUBLIC INVOLVEMENT

INTRODUCTION

To obtain public input and meet SAFETEA-LU criteria for public participation in development of the TCAP, two rounds of public workshops were held in each county to establish the gaps and overlaps in public transportation services and identify solutions to meet unmet transportation needs.

The public participation process included two phases. Phase 1 public workshops were conducted early in the plan development process to establish the stakeholders who could participate in the remaining phases of plan development and to discuss issues, identify unmet needs, and begin defining opportunities to address unmet needs. Phase 2 public workshops were facilitated later in the plan development process to review the initial plan findings. The purpose of the Phase 2 workshops was to confirm critical issues, define preliminary priorities, and react to the draft project prioritization process.

In both phases, individuals who were unable to participate in the public meetings were given the opportunity to provide a written response to the issues and questions discussed at each of the public meetings. In addition to direct invitations to known stakeholders, meeting notices were placed in newspapers, transit terminals, libraries, and on websites in an effort to increase participation. Flyers were also sent to stakeholders and community groups announcing the workshops. The following groups were solicited for participation during both series of public workshops through personal invitations and/or advertisements:

- Area transportation planning agencies (MPO, FDOT District Office, Tampa Bay Regional Planning Council)
- Public and Private Transit providers
- TD Program representatives (LCB members)
- Local Medicaid office representatives
- For-profit providers (taxi, w/c) contracted to provide TD, ADA, Medicaid, and MedWaiver transportation
- Non-profit providers
- Social service agencies providing/purchasing transportation and/or serving target populations
- Other government agencies administering health, employment, or other programs for target populations (Temporary Aid to Needy Families, workforce boards, Vocational Rehab, Community Action, Independent Living Center, Area Agencies on Aging, Department of Children and Families, Agency for Persons with Disabilities)

- Advocate agencies working on behalf of targeted populations
- Current and potential transit users
- Members of the public representing target populations (disabled, low-income, senior)
- Representatives of the business community (employers – VA, hospitals, etc.)
- Elected officials

The format for both workshops included: a presentation, break-out groups to discuss specific public transportation issues and potential resolutions, identification of priorities within the realm of the existing funding, transportation programs or projects that should be considered if unlimited funding was available, and open group discussion so that all stakeholders and general public participants could share their views and experiences.

PUBLIC INVOLVEMENT

First Round Public Involvement

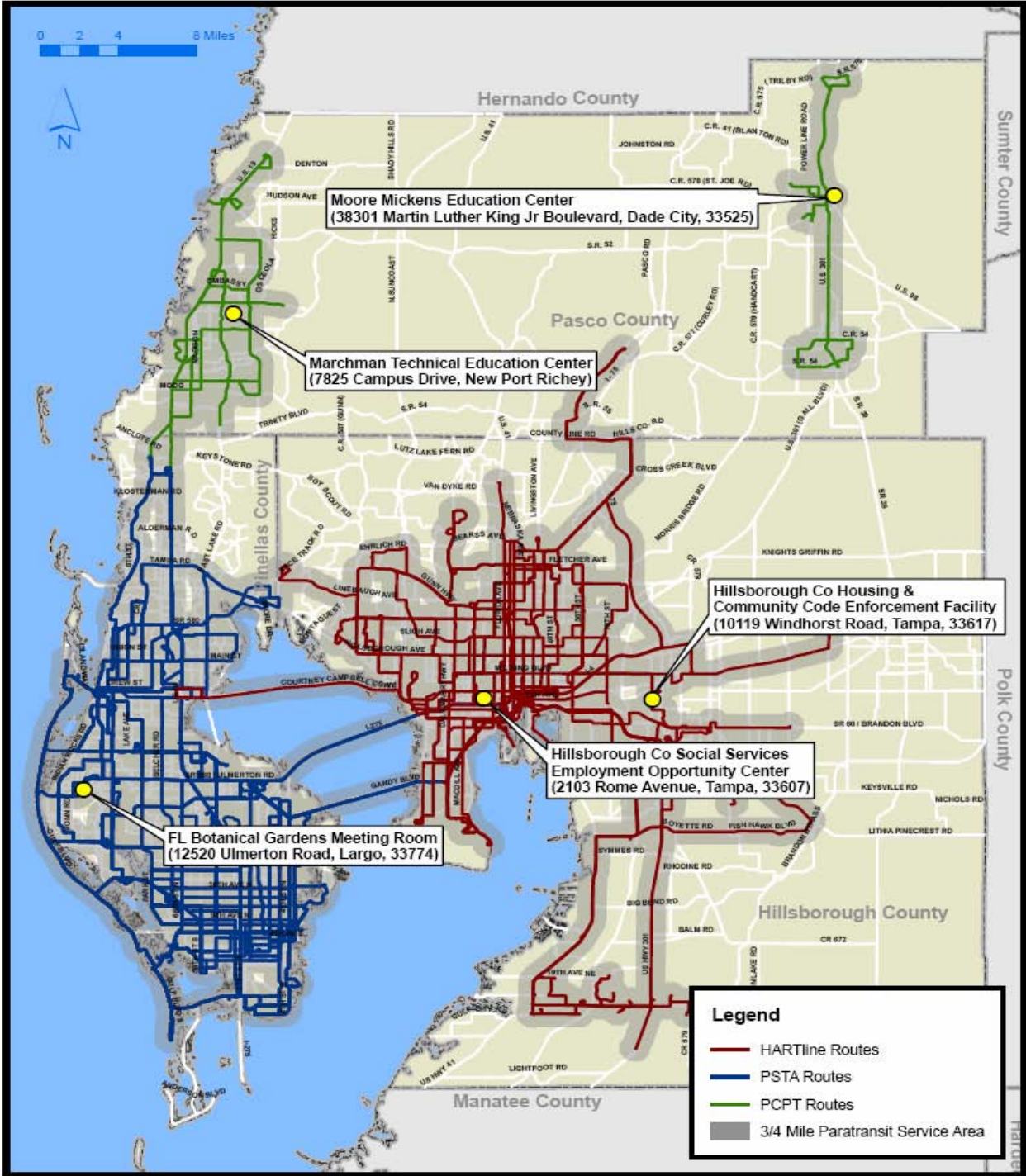
The development of the TCAP was initiated with a first round series of five interactive public workshops conducted at locations throughout the tri-county planning region. The planning region, public workshop locations, and existing public transportation routes are shown in Figure 4-1.

Approximately 138 persons consisting of private citizens, agency staff members, and local elected officials participated in the public workshops.

Participants of each session were divided into break-out groups generally consisting of 8 to 10 persons each so that interactive discussions regarding the current state of local and regional public transportation services could be facilitated. Specifically, the groups were asked to identify problems (i.e., gaps, overlaps, deficiencies) in public transportation services. They were further asked to identify these issues as they affect various segments of the population including the elderly, the disabled, and the transportation disadvantaged. Conversely, the participants were asked to provide solutions for the issues they identified. All public transportation “problems” and “solutions” from each break-out session were compiled on presentation sheets and hung on the meeting room walls. The participants were then each given six sticker dots and asked to individually prioritize the problems and solutions for their respective groups by marking the top three problems and the top three solutions. Lastly, each break-out group was asked to suggest one or more meaningful and creative name(s) for the LCHSTP.

Figure 4-1 Public Workshop Locations and Planning Region

Workshop Locations and Existing Regional Transit Network



In total, approximately 200 problems and 150 solutions were identified. All problems and solutions were reviewed and 11 categories were developed in order to group similar responses together and gauge the priority of the responses. The categories are as follows:

- **Education and Information:** This category is for problems and solutions related to public transportation training needs, public outreach, and dissemination of public transportation service information.
- **Accessibility and Safety:** This category is for problems and solutions related to all aspects of accessibility to public transportation services including infrastructure for the general public and the disabled. This category also includes all problems and solutions related to safety and security on the public transportation system and transit-related facilities.
- **Cross-County Trips and Coordination:** This category is for all problems and solutions related to the provision of public transportation services across county lines in the tri-county planning area. This category also addresses all problems and solutions identified in the area of coordinating services, agencies, funding sources, and programs.
- **Funding:** This category is for all problems and solutions related to funding.
- **Applications and Eligibility:** This category is for all problems and solutions related to the various applications and eligibility determination processes required in order to be considered for the different paratransit programs.
- **Service-Related (General):** This category is for all problems and solutions identified that address general service needs.
- **Service-Related (Specific):** This category is for all problems and solutions identified that address specific public transportation services (e.g., types of trips, hours of service, service area).
- **Customer Service:** This category is for all problems and solutions related to the provision of public transportation by the various agencies.
- **Customer Price for Service:** This category is for all problems and solutions related to the amount the customer must pay to utilize public transportation services.

- **Development-Related:** This category is for all problems and solutions related to the development of public transportation infrastructure, the proximity of affordable housing to public transportation services, and the ability to serve various populations due to sprawl of development.
- **Other:** This category is all problems and solutions that did not fit in any of the ten categories above.



Each break-out group participated in interactive discussions to identify transportation problems and solutions.

All public workshop responses were placed in the appropriate categories and identical responses were combined. All priority dots on responses were tallied to determine the priorities within each category.

The top five “problems” that emerged from the compilation of the workshop results were (1) Transportation services are too limited in the evenings and weekends; (2) There is a need for education on available services, various programs, and eligibility requirements; (3) There is a need for inter-county travel for fixed-route and paratransit trips; (4) There are gaps in fixed-route service where certain areas have no transportation service; and (5) There is a need for shopping, recreational and employment trips on paratransit, especially service connecting workers with employers after hours and for late evening shifts.

The top five “solutions” that emerged from the compilation of the workshop results are (1) Create and implement a self-directed voucher program; (2) Obtain and allocate more funding to public transportation; (3) Create better coordination and communication among the agency service providers to implement cross-county services; (4) Consolidate information databases into a central location where users and agency representatives can go to view transportation programs and their eligibility requirements. All information should be available on a user-

friendly website and should include contact telephone numbers for all services in the three-county area; and (5) Increase fixed-route and paratransit services.



The workshop participants were asked to prioritize the problems and solutions identified in their break-out groups.



The efforts of the public workshop participants resulted in lists of identified transit problems and solutions, and suggested names for the locally coordinated human service plan.

All workshop problems and solutions along with the overall dot polling tally are included as Appendix E.

Second Round Public Workshops

There were a total of four interactive workshops throughout the tri-county planning region. Approximately 89 persons consisting of private citizens, agency staff members, private and public transportation providers, human service agencies, and local elected officials participated in the public workshops. Each workshop began with a consultant presentation, which provided

an overview of the first round public workshop results, proposed plan names, service area employment and affordable housing map data, major service gaps and the highest ranked solutions to eradicate those gaps, the project funding criteria and application process, and TCAP next steps.

After the consultant presentation, participants of each session were asked to individually rank their top priorities, by dividing up \$100 amongst the high, medium, and low projects identified in the first round of public workshops' dot polling exercise. Workshop participants were also allowed to recommend additional projects for funding, in case they did not agree with the previously identified priority projects. Once the attendees completed their individual dollar allocations, they were asked to develop a group allocation form. Each group consisted of no less than five and not more than twelve individuals. This exercise was intended to build consensus for the top projects, and also provide the participants with a chance to experience the difficulty of selecting projects benefiting the masses with limited funding. After allocating the \$100, a volunteer from each group verbally shared their allocation results and the reasons behind their project choices. A sample of the \$100 allocation sheet is displayed in Appendix D. Listings of the individual and group allocation results are included as Appendix E.

Prior to beginning the \$100 allocation exercise, project descriptions as described in section 5 were given for the following priority projects to ensure that each participant understood exactly what was included in their funding choices:

- Round 1 Public Workshops Dot-Polling High Priority Projects
 - Self-Directed Voucher Program
 - Cross-County Service
 - One-Stop Information Center

- Round 1 Public Workshops Dot-Polling Medium Priority Projects
 - Expanded Paratransit Service
 - Increased Evening Fixed-route Service
 - Increased Weekend Fixed-route Service

- Round 1 Public Workshops Dot-Polling Low Priority Projects
 - Transit Infrastructure
 - Circulator or Flex Routes
 - Education Programs

- Round 2 Public Workshops Additional Project Recommendations (These are explained below because they are not included in detail in the next section.)

- Independent Transportation Network (ITN) – Building on a national model and the Portland, Maine experience, this is a coordinated system of community-based, community supported, economically viable, and consumer-oriented transportation services for senior citizens. This network focuses on quality, dignified and adequate mobility options for individuals age seventy and older experiencing a diminished capacity to safely operate a private automobile.
- Volunteer Transportation Programs – These projects would utilize existing or new volunteer transportation networks to provide transportation to the targeted populations. While similar to ITN, these programs may not fully follow the ITN model.
- Improve Existing Services – This was recommended without any additional explanation of how improvements to existing services should occur.
- Partnerships – A recommendation to partner with existing providers to expand their services to reach new customers and underserved areas/populations. The agencies recommended for partnership opportunities included: Bay Area Commuter Services (BACS), ITN, Red Cross, and private taxi cabs to increase accessibility and available vouchers.
- Involve Public Transit in the Development Review Process – This recommendation involves the concept of ensuring that new growth pays for its impact to the public transit system.
- Travel Training – This project was included under the Education Programs category however some participants wanted to specify travel training as a project recommendation and allocated funds directly to this initiative.

It was typical for the individual project funding priorities to differ from the projects identified for funding from the group consensus. While the self-directed voucher program received the greatest amount of funding from both the individual and group allocation exercises, education programs, the one-stop information center, cross-county service, and a volunteer based transportation system received relatively large amounts of funding on an individual level, but were not as heavily funded by the group.

During the discussion phase of the workshops, when participants explained their group decision-making on project funding, funding for the one-stop information center was reduced because many of the participants believed this was the mission of the 211 information line currently in existence. Overall the belief was that if additional funding were added to the 211

information center, then the current services could be expanded to provide more information to meet transportation dependent mobility needs. However, because of the confusion that users face when seeking transportation options, a one-stop center that could provide information, applications, and conduct eligibility screenings for all area transportation providers was still a high public priority.

Overall, after participating in the group discussions, the majority of attendees believed that the main emphasis for funding should concentrate on placing additional services on the road.

During the East Pasco County public workshop, it was clear that the majority of participants favored two projects for funding. These two projects were the self-directed voucher program and the circulator or flex routes. The attendees believed that these two projects would provide the greatest reach to low-income, elderly, and disabled populations, for the least amount of funding. This is important to note because of Pasco County's limited transportation network in comparison to the services available in Pinellas and Hillsborough counties.

Overall, many needs and priorities were discussed but the most common discussion from workshop participants revolved around the self-directed voucher program and circulator or flex routes. In addition, intra-county service possibilities also produced a great deal of discussion. It is important to note that while intra-county service was heavily desired, inter-county service between Pasco, Pinellas, and Hillsborough Counties was also of significance to the group. Inter-county services were desired for both fixed-route and demand response services.

CONCLUSION

The first round of public workshops was successful in pointing out the gaps and overlaps in service. In addition, the dot polling began to establish the public's priority projects. The five workshops held during the early plan development process allowed for a more comprehensive review of potential projects.

The second round public workshops established the three highest priority projects recommended to resolve the gaps in service. These include: the self-directed voucher program, circulator or flex routes, and cross-county service. The medium priority projects include: one-stop information center, volunteer based transportation services, and education programs. The lower priority projects include: expanded paratransit service, increased evening fixed-route service, and increased weekend fixed-route service. In addition to including information on gaps in transportation services and unmet transportation needs that have been identified through public input and technical analysis, the TCAP also includes a listing of high, medium, and low priority projects that have been identified to help reduce the gaps and address the unmet needs.

Table 4-2 provides the overall public project prioritization utilizing a weighted average of participants and total funds allocated:

Table 4-2: Public Project Prioritization

| Project | Public Prioritization |
|---------------------------------------|------------------------------|
| Self-Directed Voucher | 1 |
| Circulator or Flexible Routes | 2 |
| Cross-County (Intra-County) Service | 3 |
| One-Stop Information Center | 4 |
| Volunteer Based Transportation System | 5 |
| Education Programs | 6 |
| Expand Paratransit Service | 7 |
| Increase Evening Fixed-route | 8 |
| Increase Weekend Fixed-route | 9 |
| Transit Infrastructure | 10 |
| Improve Existing Service | 11 |
| ITN | 12 |
| Travel Training | 13 |
| Expanded Elder Service | 14 |
| More Frequent Stops/Existing Service | 15 |

To obtain JARC and/or NF Program funding, a project must be identified in the TCAP. In the project evaluation process, additional consideration will be given to those projects that have been given high, medium, or low rankings in the TCAP. In addition, these projects will need sponsors to complete the JARC and NF project application process. The Hillsborough, Pasco & Pinellas MPOs will be responsible for ensuring that any projects selected for funding can be implemented and maintained, that matching requirements are met, and that the projects do not violate any existing regulations. The Hillsborough, Pasco & Pinellas MPOs are also responsible for ensuring that the projects selected for funding increase local coordination and do not provide a duplication of any existing service. Eligible projects also include those identified in earlier sections of this plan to meet the unmet demand and those described in the JARC and NF circulars as shown in Appendix C.

TECHNICAL PROJECT PRIORITIZATION

INTRODUCTION

While the public assessment of the tri-county area's transportation needs was completed through the public involvement process, a technical analysis of needs was also conducted as detailed below. During the public workshops it was evident that some individuals were uninformed regarding some of the existing transportation services. For this reason, many participants recommended ongoing workshops or forums on transportation to keep the public educated on transportation provisions. Also, at the public workshops, the cliché "perception is reality" was apparent based upon individual comments. Many participants, due to their own experience, made remarks about flaws in certain segments of the existing transportation system, while other participants were pleased with the current performance of those exact segments. Based on these items, along with overall plan feasibility, the publicly proposed projects were evaluated to determine a technical project prioritization. While keeping this in mind, the technical analysis also looks at potential solutions for addressing unmet needs in terms of ability to serve large parts of the targeted populations, feasibility of implementing within funding limits, and consistency with related plans and funding programs.

TECHNICAL EVALUATION

A series of maps in Section 3 displaying the following were utilized during the technical prioritization of projects:

- major employers;
- major medical facilities;
- area senior centers;
- large affordable housing facilities;
- low-income populations consisting of households earning under \$10,000 annually;
- elderly populations age 60 and older;
- disabled populations; and
- unemployed populations.

These maps highlight targeted populations covered under the JARC, NF, and Elderly & Disabled grant funding programs in relation to the existing fixed-route service area as designated by a ¼ mile buffer. In addition, major attractors including employment, medical, housing and social facilities are identified to display current gaps between these and the existing fixed-route system. While paratransit services extend transit accessibility beyond the existing fixed-route lines, these services are limited by program qualification criteria. These maps

provide a visual display to support the technical prioritization by emphasizing the services outside of the present public transit service area. Also shown is the proximity between target populations and services.

A project matrix in Appendix A was developed that included all of the projects recommended for the Tampa Bay Area during the series of public workshops. These projects were then reviewed for their ability to meet the TCAP goals, serve target populations, reduce identified gaps in transportation services, and be implemented within the funding parameters. If a project type met the needs under the category it was given a check mark. For projects geared toward specific populations, but able to serve all target populations, the check mark was bolded. For example, increased evening fixed-route services would be available for all residents to utilize, however this project provides more access to low-income and unemployed individuals versus elderly and disabled populations. If the elderly and disabled populations are unable to access the existing service, more of that service would not be as beneficial to these populations. However, if these service increases were coupled with additional wheelchair seating, additional security, and/or infrastructure improvements, the increased service would provide more access to elderly and disabled populations. The project matrix accounts for service to specific populations with the bold font, but does not reduce a project's overall rating because of the population served. The check marks are totaled for each project and in most cases the priority ranking was set by the totals coupled with other analysis of projects discussed below. The major factor reducing a projects priority rating was the ability to implement the project utilizing the existing funding. Because transportation needs are so great in the tri-county area, as expressed through the public workshops, it is undesirable to fund projects that will not be completed due to funding limitations.

TECHNICALLY PRIORITIZED PROJECTS

Following a review of the tri-county area, an evaluation of previous plan documents, and consideration of stakeholder input, the technical project prioritization is outlined below. This prioritization was completed through visual map analysis and Census tract evaluation of the tri-county area's highest percentage of target populations as recorded by the 2000 Census, and the project matrix discussed above.

High Priority Projects

Education Programs – Due to the need for additional education in each of the three counties, the first priority is to provide increased information on transportation options and services throughout the tri-county area. Education is essential to ensure that the existing services are fully utilized prior to adding additional services. As part of the coordinated planning effort, education will also reduce service duplication by informing the general public of current mobility

options. Education programs should also be easier to implement. Since education is such a broad category, the following subcategories are listed below in priority order:

- Bi-annual Joint Transportation Forums – These forums should be held at transit accessible facilities and encompass both public and private transit providers in Pasco, Pinellas, and Hillsborough counties.
- Senior Center Programs – Transit knowledgeable staff should conduct informal discussion group programs periodically at the major senior centers identified for each county. The discussion group should cover paratransit and fixed-route services, and recommend available travel training programs to interested seniors.
- Travel Training Programs – While travel training is available upon request from each County's respective public transit authority, additional steps should be taken to provide travel training on-site at various locations (primarily schools designed to assist the disabled, as well as GED programs and technical schools).
- Employer Training – Additional efforts should be focused on providing employers with information regarding matching shift work with existing transit schedules, carpool matching services, and vanpools.
- Centralized Information – Although a true “one-stop center” for information, eligibility determination, trip registration, scheduling, and dispatch is not likely to be feasible at this time, as discussed later, centralized storage and dissemination of information should be supported.

Self-Directed Voucher Program – The self-directed voucher program is a new and innovative approach to extending transit services to target populations under the JARC, NF, and Elderly and Disabled funding sources. This program was effectively presented and supported by the general public during the first and second round of public workshops. Providing a checkbook of miles to qualifying customers, which would allow them to subsidize the cost of transit service from providers, friends, and/or family, has far-reaching applicability.

The voucher concept is supported by the Association of Programs for Rural Independent Living (APRIL) a national network and the Centers for Independent Living in the Tampa Bay Area, and is currently underway in various communities throughout the United States. The primary impediment to implementing this program regionally is the program administration. While the Community Transportation Coordinator (CTC) for each county has been proposed as the agency administrator, the CTCs are still evaluating whether they can take on this additional service. The CTCs in Pinellas, Hillsborough, and Pasco counties do not currently have staffing

levels that would support providing oversight and administration to a program of this size. Proponents of the voucher program have discussed providing a nominal fee per mile to help offset staffing and administrative costs to the CTCs; however, this may not cover the costs of administering the service. In addition, the voucher program proposed transportation navigators for all human service agencies. The navigators would be knowledgeable about all area transportation services to assist agency clients. An education program or centralized information center would be needed to train and assist navigators. It has yet to be determined how many human service agencies would be willing and able to participate.

Another potential issue is that Hillsborough County has a Public Transportation Commission (PTC) that regulates transportation. "The PTC is an independent Special District created by a Special Act - Chapter 2001-299, Laws of Florida. The Commission regulates vehicles for-hire as defined in the Special Act and these include taxicabs, limousines, vans, basic life support ambulances and those wrecker services that support government agencies such as the law enforcement agencies in Hillsborough County." (Source: Hillsborough County PTC <http://www.hillsboroughcounty.org/publictransportation>) The PTC has determined that drivers that are reimbursed for providing transportation services essentially act as private vehicles for hire (taxis) and should be required to possess a vehicle for hire license. This would limit transportation under the voucher program, and exclude volunteer transportation. In addition, it would limit Hillsborough County to private taxi service. Although the program faces a number of obstacles, the concept is valid and has potential to successfully provide flexible transportation options to the targeted populations. As such, it is recommended to try this program within a limited area or as part of an existing agency program.

Volunteer-Based Transportation – This type of program would involve an organized program where volunteers use their privately owned vehicles to provide transportation services. Volunteer-based programs often reimburse volunteers for some of their incurred expenses. The Tampa Bay Chapter of the American Red Cross administered a volunteer-based transportation program that was recently phased out of Pasco, Pinellas, and Hillsborough counties due to increasing program costs. The program was successful in providing approximately 16,000 rides per year throughout the tri-county area for an annual cost of \$250,000. This equates to \$15.62 per trip, which is competitive with the cost of providing paratransit service. Other agencies are successfully providing similar volunteer-based transportation programs in the Tampa Bay area. Challenges for volunteer-based transportation programs include volunteer driver availability as well as administrative and insurance costs. Funding from JARC and the NF grant programs could be used for volunteer-based programs at the regional or local level depending on the project scope.

Medium Priority Projects

Cross-County Service – During the public workshops, this category had two separate meanings; service between Pasco, Pinellas, and Hillsborough counties as well as service within Pasco County between East and West Pasco. Based upon the disparity in transit services within Pasco County, the initial recommendation is to provide limited-stop service from East to West Pasco connecting to the existing HART express routes 51X and 52X at the Victorious Life Church Park-n-Ride. This service would provide intra-county and inter-county connectivity. Secondly, the existing inter-county express-route services should be expanded to provide improved accessibility to the target populations. Increasing the service hours later into the evening and adding weekend service should also be considered for the identified express services because of their potential to provide additional access to employment opportunities.

- PSTA Route 300X – Downtown to Ulmerton Park and Ride
- PSTA Route 100X – St. Petersburg to Downtown Tampa, Downtown Tampa to Gateway Mall
- HART Route 200X – Downtown to Clearwater
- HART Route 28X – Seffner/Dover to Downtown Tampa
- PCPT Route 18 – Tarpon Springs to Southgate (Saturday service currently provided)

It is important to note that some of the existing express services are low performers and targeted for elimination. These services should be reviewed for realignment or service hour changes that would provide improved access to the target populations' origins and destinations. Planning limited-stop service to directly serve the needs of these populations may prove to be more successful than some of the existing express services.

Circulator or Flexible Routes – Because many areas of the three counties are rural or suburban in nature, they do not have the density to necessarily support adding traditional fixed-route service. However, mobility for residents in these communities must still be a priority. Therefore, circulator service which can utilize smaller vehicles to circulate throughout the community and connect with mainline fixed-route services is recommended. In addition, routes experiencing moderate to low ridership and with time in their existing schedules should be deviated to serve residents within pocket communities. While these services do not provide the flexibility of other options, they may be easier to implement due to the availability of existing providers that can carry out this type of service. Along with the ability to quickly implement circulator or deviated-route service, information is readily available on service standards and performance measures. In addition, administrative costs to provide these services should be minimal, as current agency staff may be able to absorb supervisory, accounting, procurement, safety, and human resource functions of implementing circulator or flexible route services.

Expand Demand Response (Paratransit) Service – Paratransit service is an area of public transit that has constant demand. Due to Florida’s growing elderly population, the demand for paratransit services will likely increase. In the Tampa Bay area, paratransit service is provided primarily by transit agencies to meet ADA requirements and by the CTCs as part of their transportation disadvantaged programs. Due to the expense associated with providing paratransit trips, many transit agencies are trying to divert paratransit clients to the fixed-route system. This transition from paratransit to fixed-route, while sought by many customers due to the increased freedom of travel, is sometimes difficult to offer because of poor transit infrastructure. In order for many existing paratransit customers to utilize the fixed-route system, amenities such as sidewalks, shelters, pedestrian signals, and lighting improvements are necessary. Education programs such as travel training are also useful in the transition. If passengers can be transitioned, that will free up funding to provide expanded paratransit services to those individuals that have no other options. Expanded paratransit services could include:

- Expansion of service area beyond the ¼ mile minimum buffer required to meet the 1990 Americans with Disabilities Act (ADA) legislation. (Note: While all of the projects recommended through the public involvement process are eligible for funding under one or both of these programs, expanding paratransit services beyond the minimally required ADA ¼ mile buffer from existing fixed-route transit is cautioned due to its increasing expense as shown by other communities with a wider buffer. Alternative solutions that are more cost effective should be reviewed.)
- Increased services to recreational, social, and employment oriented trips. (Currently funds are utilized primarily for medical and life sustaining trip purposes.)
- Provide demand response services cross-county. There is currently no ADA requirement for comparable paratransit service paralleling express route service therefore, the majority of paratransit services are operated intra-county. This provides very limited regional access to employment, housing, and human services.

It should also be noted that as fixed-route service hours or days of service are expanded, paratransit service will be increased also, as required by ADA. Also, infrastructure improvements beyond those required by ADA and travel training are also eligible project types under the JARC and NF programs.

Transit Infrastructure – Transit infrastructure is an important part of any successful transit system. Amenities encourage the use of public transit for choice riders and provide a better service experience for dependent transit users. Proper infrastructure can also reduce transit expenses by allowing customers to transition from the more costly paratransit services, reduce

liability issues, and increase efficiency and effectiveness of transit service delivery. In addition, agencies exist that could utilize funding to easily implement transit infrastructure improvements. Transit infrastructure received a medium technical rating due to the cost of transit infrastructure improvements relative to the funding available as well as the existence of other sources of federal funding for transit infrastructure.

Low Priority Projects

Increase Evening and Weekend Fixed-Route Service – This project type has some overlap with increasing cross-county service. Due to the lower cost of extending service hours and/or the span of service versus creating new routes or programs, this project type may be more feasible to implement with the current JARC and NF funding. Adding time to existing routes and additional days of service requires less overhead costs, meaning more transit service for residents out of the available funding. The increase in existing service does not provide regional connectivity, but serves as a catalyst for local mobility options. The increased service will not provide access to the major attractors identified earlier in this report, outside of the current service area, but can increase accessibility to services, housing, and employment along the existing transit lines. While this priority is operating in nature, capital funds may also be needed to provide additional vehicles for the extended service hours or days.

Service in Pasco County has the greatest need for extended hours of evening service. Many Pinellas and Hillsborough County routes could also benefit from service extensions. Span of service increases and service hour extensions utilizing these funds should occur on routes serving areas with the highest percentage of target populations, large employers offering shift work, and major medical facilities.

Increasing the span of fixed-route service would also require an increase in the ADA paratransit service to provide comparable levels to those individuals who can no longer access the fixed-route because of disability. Increasing existing service days and hours does not improve conditions for those persons, employers, or facilities outside of the current public transit lines, and this limited area improvement accounts for the lower priority rating.

One Stop Information Center – While the concept of a one-stop shop for transportation information and services for the entire Tampa Bay area is ideal, the amount of funding required to accomplish this task is not currently available under the JARC, NF, and Elderly & Disabled federal funding programs. There are more than 70 transportation providers throughout the tri-county area. Providing a single location where information could be obtained, assessments can be provided, and knowledgeable staff are available to answer questions for all existing public transit services is a major undertaking. The coordination of transit providers' computer

databases to allow customer service representatives to adequately handle public inquiries and requests would in itself be time consuming and expensive.

A one-stop information center covering Pinellas, Hillsborough, and Pasco counties would require a level of coordination that is beyond the current authority of the local MPOs. The State of Florida Commission for the Transportation Disadvantaged (CTD) has improved coordination through the designation of Community Transportation Coordinators (CTC) and the coordinated contract process. However, this system serves as an information collection, funding, and tracking mechanism and is not responsible for the delivery of services. The Federal Transit Administration (FTA) has considered the concept of a one-stop center for transportation services and is currently funding the study of the theory. After concepts are developed, funding will be provided for the implementation phases of a public transportation one-stop shop.

The recommendation for this cycle of funding is to stay abreast of the FTA one-stop center developments and employ recommendations from their study to local providers on a small scale, on-going basis. The better local coordination is, the easier it will be to migrate to a public transit one-stop shop when additional funding is available and proven examples of success and applicability are established. If the funding levels and technology required to implement such a large scale initiative were available in the Tampa Bay area, this project would be a high priority.

Other Project Recommendations - Additional project recommendations that were mentioned during the public workshops included the ITN America volunteer-based service, Improved Existing Service, Expanded Elderly Services, and More Frequent Stops/Existing Service. These particular suggestions are not prioritized in the technical project prioritization, due to their coverage under existing priorities, or their relatively low popularity during the two public involvement initiatives. In addition, the available grant program funding to the Tampa Bay Metropolitan Area, coupled with the required match, will not be able to provide support to all of the publicly recommended projects. Projects that are not prioritized are still eligible to receive funding and may become priorities for the tri-county area in future years.

Several major employers, medical facilities, senior centers, and affordable housing locations are not currently served by public transit services. The many elderly, disabled, unemployed, and low-income populations in the Tri-County area could benefit from additional transportation options. Due to limited funding, a focus has been placed on those projects that can provide the most economical service to the majority of the targeted populations in a timely manner. A project matrix is included in Appendix A to display the potential impact of recommended projects to meet the identified needs of the Tampa Bay area, identify the targeted populations served, and to determine whether the project can be implemented within the existing funding levels for JARC and NF programs.

Some of the technical project priorities differ from the publicly defined priorities based upon the project matrix findings and the following:

- **Education Programs** were elevated to a high priority in the technical evaluation due to their relatively low cost and ability to reach all of the target populations. Also, based on a perception of a lack of public knowledge on existing programs this project was elevated. Education on existing transportation services may satisfy existing unmet needs, help to reduce service duplications and improve coordination. Agency related coordination and education forums should be the first step in the educational arena. This will allow agencies to educate the public on transportation services in a coordinated and comprehensive manner.
- **Transit Infrastructure** was moved from a low priority to a medium priority in the technical assessment. This was done to ensure that more costly services that have long-term operating costs such as expanded paratransit services weren't implemented prior to improvements to the infrastructure that could provide greater access at a lower cost over time. In addition increased access to fixed-route services provides greater freedom and mobility choices than use of the demand response programs limited by eligibility criteria and service boundaries.
- **Increased Evening and Weekend Fixed-route Service** was moved from a medium to a low priority during the technical assessment because they do not extend service reach to currently unserved areas. Also, these increases may not impact high percentages of the target population. In addition many of these increases have long-term capital and operating costs that may not be financially feasible to the local area if JARC and NF funding is reduced or eliminated.
- **One-Stop Information Center** was moved to a low priority during the technical prioritization because it is not feasible within the existing funding limits. Also, due to the level of technology and authority necessary to implement such a center, this project is suggested as a long term more visionary goal for the Hillsborough, Pasco & Pinellas MPOs. The theory of a one-stop center is supported and smaller version coordination efforts that can help facilitate implementation of such a center in the future are encouraged.
- **Cross County Service and Circulator and Flexible Routes** were moved from high priorities to medium priorities during the technical prioritization. While these two project types are very different both are relatively expensive to provide because of their combined operating and capital costs components. In addition cross-county service is less likely to effectively serve disabled populations without additional infrastructure

improvements. Circulator service will provide enhancements to small areas and not have the broad geographical reach of other recommended project types. Both project types meet many of the TCAP goals and objectives and are effective means of providing increased access to public transportation. HART is currently implementing circulator type services. These services should be evaluated for their impact on the target populations.

In addition to the projects that came out of the public workshops, other eligible projects for funding under the specific programs are identified by the FTA final guidance effective (May 1, 2007) and are listed in Appendix C.

PRIORITIZATION AND APPLICATION PROCESSES

Public Prioritization Process

The Tri-County Plan guidelines dictate that the public as stakeholders take the lead in identifying projects/programs to be selected for funding under the NF, JARC, and E&D programs. As such, the following steps were taken to attain the public's prioritization of projects:

1. An initial round of public workshops was held in each county where the public was presented information from the FTA interim guidance regarding criteria for communities to receive JARC, NF, and E&D funding, eligible projects, funding levels, goals and objectives, and next steps. The workshop participants were asked to identify gaps and overlaps in the current transportation network, complete dot polling exercises to prioritize the top problems and solutions that they had identified earlier in the workshop, develop a plan name, and sign commitment letters as displayed in Appendix D.
2. A second round of public workshops was conducted in each county, which consisted of a presentation of all identified needs and potential solutions from the first round of public workshops, improvements identified in the TDSP and TDP for each County, project application process and funding selection criteria, and current service area transportation provisions. Potential projects to address needs include, but are not limited to: circulator routes, extended fixed-route service hours, expanded paratransit services, self-directed voucher programs, educational programs, increased express route options, and one-stop information centers.

After the presentation, the workshop participants were asked to individually determine which projects they wanted to fund by allocating some portion of a \$100 to their top priorities. Participants could also allocate their funds to projects that were not discussed during the presentation by identifying the project in the "Other Recommendations" section of the Project Allocation Worksheet shown in Appendix D.

3. During the second round of workshops, the participants were organized into small groups where they were required to build consensus regarding the projects that should receive funding. Each group received a \$100 to share amongst the group's top priorities.

After the group determined their project funding scenario, a volunteer from each group was asked to share the group's consensus building process and project priorities. This exercise allowed the MPOs to gauge the public's most important priorities, while

providing participants the experience of having to sacrifice some projects due to funding availability.

4. Also during the second round of workshops, participants were given a ballot and asked to vote on a plan name by placing their ballot in a sealed ballot box. (The votes were tallied and the plan name of Tri-County Access Plan (TCAP) was selected.)

The consensus building exercises allowed participants a chance to understand how projects that meet a greater need usually take preference over those services that would benefit smaller groups, areas, and less significant needs. Some projects that were recommended for funding during the individual exercises were believed to have a less significant impact on the targeted populations after collective discussion and therefore were not as widely supported for funding through the consensus building process.

Technical Prioritization Process

A review of the tri-county area, an evaluation of previous plan documents, and consideration of stakeholder input were utilized to develop a technical project prioritization. This prioritization was completed through visual map analysis and Census tract evaluation of the tri-county area's highest percentage of target populations as recorded by the 2000 Census and the project matrix in Appendix A. In addition, the TCAP technical prioritization of projects directly relates to the selection criteria scoring process in order to provide projects technically rated as priority needs with a greater chance of receiving JARC/NF grant funding. The technical prioritization of projects resulted in the TCAP final priority project list.

Application Rating Criteria for Selection of Project(s) for Funding

The application rating criteria were developed by the Hillsborough, Pasco & Pinellas MPOs prior to the second round of public workshops to allow the public a chance to comment on whether the criteria are fair and comprehensive. The Hillsborough, Pasco & Pinellas MPOs also solicited comments on whether or not the criteria that the project selection would be based upon were too extensive or difficult for the general public to understand. There were no comments received on the project selection criteria and therefore the Hillsborough, Pasco & Pinellas MPOs will utilize the following criteria for project selection and funding. A detailed explanation of the criteria can be found in the project funding application in Appendix F.

- Project Description, Goals, & Objectives
- Implementation & Operations Plan
- Project Budget
- Coordination and Program Outreach

- Program Effectiveness and Performance
- DBE Participation

In addition to the criteria for project selection, a scoring table was developed to provide more detailed information on the review process that would occur for all projects or programs submitted for funding. A complete application for JARC and NF funding including the scoring table can be found in Appendix F. The final application will also include the timeline established for the project selection process.

Submitted projects will be rated by a selection committee based upon point accumulation from the table categories. The selection committee will be comprised of five individuals including representatives from the following: Hillsborough, Pasco, and Pinellas MPOs, FDOT District 7, and the Tampa Bay Regional Planning Council.

CONCLUSIONS

The Hillsborough, Pasco & Pinellas MPOs, in coordination with FDOT conducted a very successful public involvement process that included representation from diverse groups. The feedback that was provided by these individuals with regard to transportation deficiencies impacting the targeted groups was very comprehensive. There were no indications of duplications in transportation services. However, a clear and uniform message with regard to the need for additional services was expressed. As indicated in Chapter 3, the additional service needs include local level and regionally coordinated transportation services. Education was another topic discussed in great detail; many individuals and agencies were not aware of some of the existing transportation or human service provisions available in the tri-county region. The lack of information shared between agencies and the general public regarding existing services heightened the communities' awareness as to why coordinated planning needs to occur on increasing levels.

Based upon the tri-county area's demographic makeup and primary employment markets, expanding existing transportation services through JARC and NF funding will provide greater access to employment and other services for the elderly, low-income, disabled, and unemployed populations. Targeted populations and human services facilities outside the ¼ mile buffer of existing public transit systems and ¾ mile buffer of ADA paratransit services can be impacted by innovative projects and programs selected for funding.

Through this plan, various transportation options are discussed and evaluated for their applicability within the tri-county region. In addition to project identification, several areas within each county containing the greatest percentage of the target populations have been identified as focus areas for new and/or improved transportation services. In addition to project solutions discussed in earlier chapters, other eligible projects such as websites, vanpools, and car loan programs should be evaluated for their applicability in mitigating transportation problems in the tri-county area. Each of the projects presented earlier in this plan and contained in Appendix C and Appendix E are eligible for funding. The estimated federal funding for the tri-county urbanized area JARC and NF programs is presented below:

JARC

- Fiscal Year 2006 - \$978,029
- Fiscal Year 2007 - \$1,030,946
- Estimated Fiscal Year 2008 - \$1,116,765
- Estimated Fiscal Year 2009 - \$1,177,615

NF

- Fiscal Year 2006 - \$634,574
- Fiscal Year 2007 - \$750,519
- Estimated Fiscal Year 2008 - \$810,746
- Estimated Fiscal Year 2009 - \$857,075

These amounts will require matching funds as explained in the sample grant application in Appendix F, but provide a starting point to implement the type of projects that can be added to the existing tri-county area transportation system. These funds are for specific use in the urbanized areas of Pasco, Pinellas and Hillsborough County. Funds for rural parts of the tri-county area are provided to FDOT. Project applications received addressing the needs of rural areas will be forwarded to the FDOT by the selection committee with a recommendation for funding. FDOT will competitively select the projects for funding based on the needs identified in this plan, selection committee recommendations and FDOT staff review.

From the technical evaluation and public involvement efforts taken to produce this plan, it is recommended that the priority projects resulting from the final public and technical ratings be given equal importance in their consideration for project funding. Review of previous planning efforts, an evaluation of Census data for target populations and an assessment of access to employers, senior facilities, affordable housing, and medical facilities provide a snapshot of the tri-county area that is useful from a technical perspective. However, public experience and perception can be just as critical to identifying the needs of target populations. As a result, both priority ratings are important to JARC and NF funding decisions.

The major focus for funding within the near term should be placed upon the project's anticipated impact on providing transportation access to the target populations. Serving the areas identified in the technical evaluation will accomplish this objective. Focusing on projects that provide regional access to the target populations will also enhance the target populations' ability to navigate throughout the tri-county region for employment, medical, and recreational purposes. Funding projects that provide regional connectivity should also work to achieve the legislative and TCAP goal of increased coordination.

NEXT STEPS

This plan should be updated annually to ensure that the funding available under these two programs is used in a manner that meets the changing needs of the tri-county area and the target populations. In addition, public involvement efforts should also be conducted during plan updates to evaluate whether funded services are meeting the needs of the target populations and whether the public has identified additional gaps and overlaps in services.

During the four-year funding cycle for JARC and NF funding, the Hillsborough, Pasco & Pinellas MPOs must review projects for their sustainability beyond the extent of SAFETEA-LU. To provide mobility options to the target populations that are ineffective or financially unfeasible beyond this current legislation would be detrimental to the target populations and to the tri-county area as a whole.

The Hillsborough, Pasco & Pinellas MPOs have developed publicly-accepted project selection criteria, a plan that was produced through numerous public involvement opportunities, and a process for project selection that will provide the target populations with the best services available within the JARC and NF funding limits and scope. In addition to the public input utilized to develop this plan, endorsement from the following boards and committees in Hillsborough, Pasco, and Pinellas Counties will be sought:

- Local Coordinating Boards
- MPO Boards
- MPO Advisory Committees

The final step for carrying out the JARC and NF grant program criteria includes a competitive selection of project(s) or program(s) for funding. After funding is provided, recipients will be required to report on the success of their project(s) or program(s) in meeting the needs of the target populations and the goals and objectives of this plan. Quarterly project updates as requested in the competitive grant application are required from each JARC/NF funded recipient. It is also recommended that periodic community updates be provided through written correspondence and public meetings to update the stakeholders on the success of funded projects as they are implemented. These updates will help maintain and potentially increase stakeholder engagement for future plan updates and provide a continuing forum for transportation and human services coordination.

**APPENDIX A
PROJECT MATRIX**

| GOALS | Education Programs | Cross County Service | Circulator/Flexible Routes | Increased Evening Fixed-Route Service | Increased Weekend Fixed-Route Service | Self-Directed Voucher Program | Volunteer Based Transportation | Transit Infrastructure | Expand Paratransit Service | One-Stop Information Center |
|---|--------------------|----------------------|----------------------------|---------------------------------------|---------------------------------------|-------------------------------|--------------------------------|------------------------|----------------------------|-----------------------------|
| Improve access to employment related activities for welfare recipients and eligible low-income individuals throughout the tri-county area. | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ |
| Provide additional tools to overcome existing barriers facing Americans with disabilities who seek integration into the workforce and full participation in society. | ✓ | | ✓ | | | ✓ | ✓ | ✓ | ✓ | ✓ |
| Remove duplications of transportation services in order to maximize transportation funding within the Tri-county area. | ✓ | | | | | | | | | ✓ |
| Increase coordination and communication between transportation and social service providers, through public forums. This should enhance the delivery of public services to its clients. | ✓ | | | | | | | | | ✓ |
| Provide increased transportation options to rural area populations to improve access to services and employment | | ✓ | ✓ | | | ✓ | ✓ | | ✓ | |
| Increase support for public transportation programs and funding | ✓ | | | | | ✓ | ✓ | | | ✓ |
| Increase safety while utilizing public transportation within the Tri-county area through pedestrian amenities | | | | | | | | ✓ | | |
| Enhance quality of life for elderly and disabled populations by providing greater access to the community from public transportation services | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ | ✓ | |
| Increase housing and employment options by ensuring transportation connectivity throughout the Tri-County area. | | ✓ | ✓ | | | | | | | |
| SERVE TARGET POPULATION* | | | | | | | | | | |
| Elderly | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Disabled | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Unemployed | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Low-income | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| HELP REDUCE IDENTIFIED GAPS | | | | | | | | | | |
| Development-Related | ✓ | | | | | | | ✓ | | |
| Price for Services | | | | | | ✓ | ✓ | | | |
| Customer Service | ✓ | | | | | | | ✓ | | ✓ |
| Applications and Eligibility | ✓ | | | | | | | | | ✓ |
| Increase Funding | ✓ | | | | | | | | | |
| Cross-County Trips and Coordination | | ✓ | | | | ✓ | ✓ | | ✓ | ✓ |
| Accessibility and Safety | ✓ | ✓ | | | | | | ✓ | | ✓ |
| Education and Information | ✓ | | | | | | | | | ✓ |
| Service Related | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Ability to implement within JARC/NF funding limits | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| TOTALS | 20 | 12 | 11 | 7 | 7 | 13 | 13 | 13 | 10 | 14 |

* All recommended projects or services could be implemented in a manner to reach the targeted populations, however, the bolded check marks display the target groups that would have the most significant impact by project implementation.

APPENDIX B
AREAS WITH THE HIGHEST PERCENT OF JARC/NF PROGRAM TARGET POPULATIONS

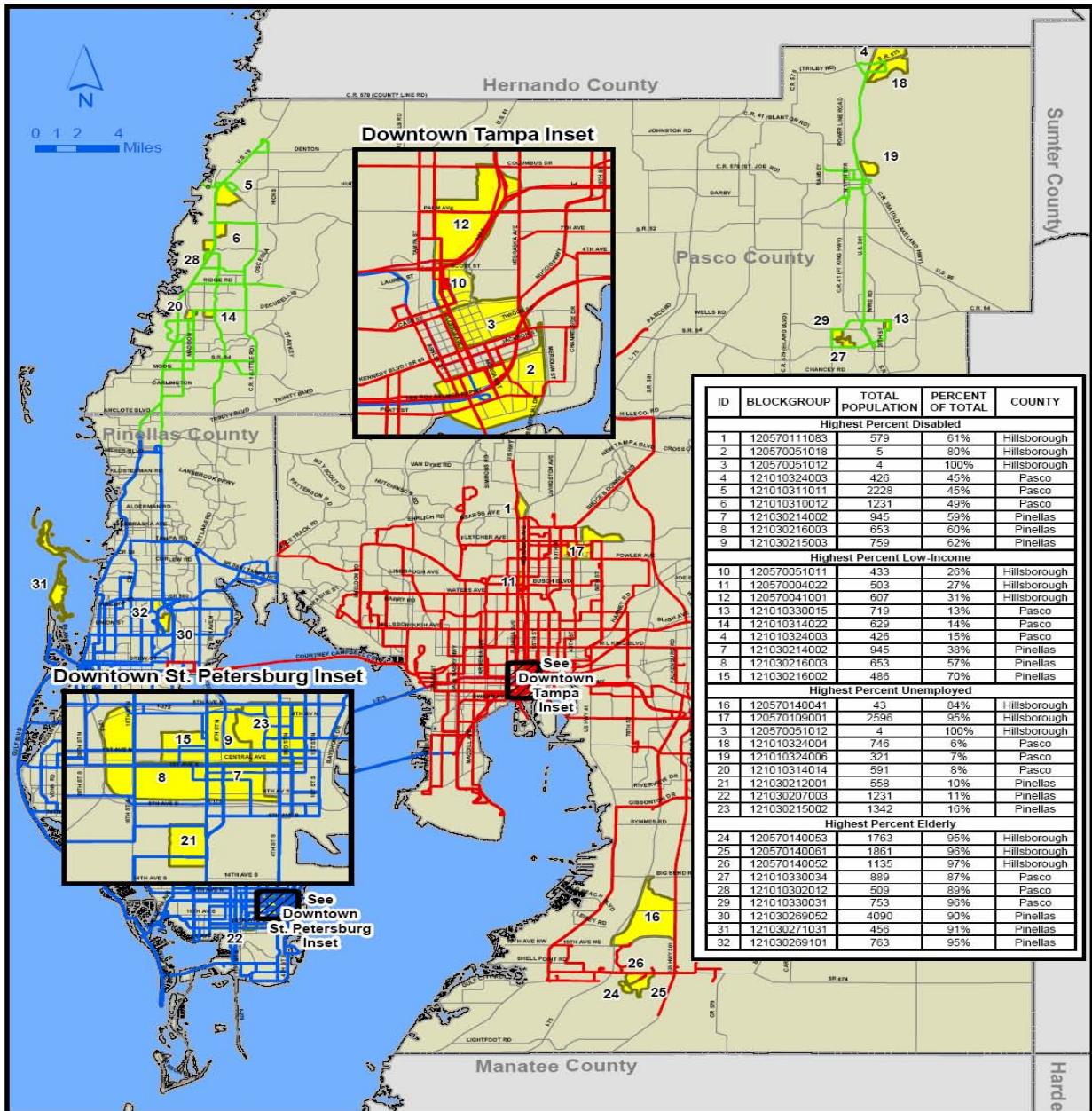
| Highest Percent Disabled | | | | | | | |
|--------------------------|-----------|------------|----------------|------------------|------------------|---------|----------------|
| COUNTY | LAND_MILE | POPULATION | TOTAL DISABLED | PERCENT DISABLED | DISABLED DENSITY | TRANSIT | MUNICIPALITY |
| Hillsborough | 0.40760 | 579 | 355 | 61% | 871 | Y | Lake Magdalene |
| Hillsborough | 0.23130 | 5 | 4 | 80% | 17 | Y | Tampa |
| Hillsborough | 0.11780 | 4 | 4 | 100% | 34 | Y | Tampa |
| Pasco | 1.52190 | 426 | 190 | 45% | 125 | Y | Lacoochee |
| Pasco | 0.93440 | 2,228 | 1,000 | 45% | 1,070 | Y | Hudson |
| Pasco | 0.40140 | 1,231 | 608 | 49% | 1,515 | Y | Bayonet Point |
| Pinellas | 0.12400 | 945 | 553 | 59% | 4,460 | Y | St. Petersburg |
| Pinellas | 0.29290 | 653 | 394 | 60% | 1,345 | Y | St. Petersburg |
| Pinellas | 0.11230 | 759 | 468 | 62% | 4,167 | Y | St. Petersburg |

| Highest Percent Low-Income | | | | | | | |
|----------------------------|-----------|------------|------------------|--------------------|--------------------|---------|-------------------|
| COUNTY | LAND_MILE | POPULATION | TOTAL LOW-INCOME | PERCENT LOW-INCOME | LOW-INCOME DENSITY | TRANSIT | MUNICIPALITY |
| Hillsborough | 0.06740 | 433 | 111 | 26% | 1,647 | Y | Tampa |
| Hillsborough | 0.18950 | 503 | 137 | 27% | 723 | Y | Tampa |
| Hillsborough | 0.18870 | 607 | 186 | 31% | 986 | Y | Tampa |
| Pasco | 0.12440 | 719 | 97 | 13% | 780 | Y | Zephyrhills North |
| Pasco | 0.18410 | 629 | 87 | 14% | 473 | N | New Port Richey |
| Pasco | 1.52190 | 426 | 65 | 15% | 43 | Y | Lacoochee |
| Pinellas | 0.12400 | 945 | 361 | 38% | 2,911 | Y | St. Petersburg |
| Pinellas | 0.29290 | 653 | 371 | 57% | 1,267 | Y | St. Petersburg |
| Pinellas | 0.07870 | 486 | 342 | 70% | 4,346 | Y | St. Petersburg |

| Highest Percent Unemployed | | | | | | | |
|----------------------------|-----------|------------|--------------------|--------------------|----------------------|---------|-----------------|
| COUNTY | LAND_MILE | POPULATION | TOTAL UNEMPLOYMENT | PERCENT UNEMPLOYED | UNEMPLOYMENT DENSITY | TRANSIT | MUNICIPALITY |
| Hillsborough | 5.71450 | 43 | 36 | 84% | 1,443 | Y | Unincorporated |
| Hillsborough | 2.42090 | 2,596 | 2,463 | 95% | 1,029 | Y | Tampa |
| Hillsborough | 0.11780 | 4 | 4 | 100% | 857 | Y | Tampa |
| Pasco | 1.21840 | 746 | 42 | 6% | 1,585 | Y | Lacoochee |
| Pasco | 0.47830 | 321 | 22 | 7% | 1,587 | N | Dade City North |
| Pasco | 0.21100 | 591 | 46 | 8% | 1,528 | Y | New Port Richey |
| Pinellas | 0.08800 | 558 | 57 | 10% | 184 | Y | St. Petersburg |
| Pinellas | 0.21670 | 1,231 | 130 | 11% | 173 | Y | St. Petersburg |
| Pinellas | 0.20400 | 1,342 | 219 | 16% | 193 | Y | St. Petersburg |

| Highest Percent Elderly | | | | | | | |
|-------------------------|-----------|------------|--------------------------------|----------------------------------|----------------------------------|---------|--------------------|
| COUNTY | LAND_MILE | POPULATION | TOTAL ELDERLY AGE 60 AND ABOVE | PERCENT ELDERLY AGE 60 AND ABOVE | ELDERLY DENSITY AGE 60 AND ABOVE | TRANSIT | MUNICIPALITY |
| Hillsborough | 0.22000 | 1,763 | 1,682 | 95% | 7,645 | N | Greater Sun Center |
| Hillsborough | 0.63640 | 1,861 | 1,777 | 96% | 2,792 | Y | Greater Sun Center |
| Hillsborough | 0.41620 | 1,135 | 1,095 | 97% | 2,631 | Y | Greater Sun Center |
| Pasco | 0.28640 | 889 | 769 | 87% | 2,685 | N | Zephyrhills West |
| Pasco | 0.42060 | 509 | 453 | 89% | 1,077 | Y | Unincorporated |
| Pasco | 0.25220 | 753 | 719 | 96% | 2,851 | Y | Zephyrhills West |
| Pinellas | 0.49010 | 4,090 | 3,662 | 90% | 7,472 | Y | Unincorporated |
| Pinellas | 1.99580 | 456 | 413 | 91% | 207 | N | Dunedin |
| Pinellas | 0.35590 | 763 | 721 | 95% | 2,026 | Y | Clearwater |

Tri-County Access Plan



Legend

- HART Routes
- PSTA Routes
- PCPT Routes
- High Transit Propensity Area



Tri-County Areas of High Transit Utilization Propensity

APPENDIX C
FTA GUIDANCE – ELIGIBLE PROJECTS

New Freedom Program Projects

ELIGIBLE ACTIVITIES. New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. For the purpose of the New Freedom Program, “new” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, these projects would not have consideration for funding and proposed service enhancements would not be available for individuals with disabilities.

Maintenance of Effort: Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Eligible projects funded with New Freedom funds may continue to be eligible for New Freedom funding indefinitely as long as the project(s) continue to be part of the coordinated plan.

Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) be targeted toward individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.

The list of eligible activities is intended to be illustrative, not exhaustive. Recipients are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities.

- a. New Public Transportation Services Beyond the ADA. The following activities are examples of eligible projects meeting the definition of new public transportation.
 - (1) Enhancing paratransit beyond minimum requirements of the ADA. ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new:”
 - (a) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA;

- (b) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services;
 - (c) The incremental cost of providing same day service;
 - (d) The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system;
 - (e) Enhancement of the level of service by providing escorts or assisting riders through the door of their destination;
 - (f) Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and
 - (g) Installation of additional securement locations in public buses beyond what is required by the ADA.
- (2) Feeder services. New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.
- (3) Making accessibility improvements to transit and intermodal stations not designated as key stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:
- (a) Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals or other accessible features,

- (b) Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA,
 - (c) Improving signage, or wayfinding technology, or
 - (d) Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
- (4) Travel training. New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.
- b. New Public Transportation Alternatives Beyond the ADA. The following activities are examples of projects that are eligible as new public transportation alternatives beyond the ADA under the New Freedom Program:
- (1) Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.
 - (2) Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.

- (3) Supporting new volunteer driver and aide programs. New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.” FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.
- (4) Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
- (a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (b) Support for short term management activities to plan and implement coordinated services;
 - (c) The support of State and local coordination policy bodies and councils;
 - (d) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - (e) The provision of coordination services, including employer-oriented Transportation Management Organizations’ and Human Service Organizations’ customer-oriented travel navigator systems and neighborhood

travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;

- (f) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (g) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

JARC Program Projects

ELIGIBLE ACTIVITIES. Funds from the JARC program are available for capital, planning, and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects.

In the conference report accompanying SAFETEA–LU, the conferees stated an expectation that FTA would “continue its practice of providing maximum flexibility to job access projects that are designed to meet the needs of individuals who are not effectively served by public transportation, consistent with the use of funds described in the *Federal Register*, Volume 67 (April 8, 2002)” (H.R. Report 109–203, at Section 3018 (July 28, 2005)). Therefore, eligible projects may include, but are not limited to capital, planning, and operating assistance to support activities such as:

- c. Late-night and weekend service;
- d. Guaranteed ride home service;
- e. Shuttle service;
- f. Expanding fixed-route public transit routes;
- g. Demand-responsive van service;
- h. Ridesharing and carpooling activities;

- i. Transit-related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or providing bicycle storage at transit stations);
- j. Local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides;
- k. Promotion, through marketing efforts, of the:
 - (1) use of transit by workers with non-traditional work schedules;
 - (2) use of transit voucher programs by appropriate agencies for welfare recipients and other low-income individuals;
 - (3) development of employer-provided transportation such as shuttles, ridesharing, carpooling; or
 - (4) use of transit pass programs and benefits under Section 132 of the Internal Revenue Code of 1986;
- l. Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human service agency. Providers of transportation can then submit the voucher to the JARC project administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or Americans with Disabilities Act of 1990 (ADA) complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match;
- m. Acquiring Geographic Information System (GIS) tools;
- n. Implementing Intelligent Transportation Systems (ITS), including customer trip information technology;
- o. Integrating automated regional public transit and human service transportation information, scheduling and dispatch functions;
- p. Deploying vehicle position-monitoring systems;

- q. Subsidizing the costs associated with adding reverse commute bus, train, carpool van routes or service from urbanized areas and nonurbanized areas to suburban work places;
- r. Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- s. Otherwise facilitating the provision of public transportation services to suburban employment opportunities;
- t. Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive JARC funding to support the administrative costs of sharing services it provides to its own clientele with other low-income individuals and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:
 - (1) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
 - (2) Support for short term management activities to plan and implement coordinated services;
 - (3) The support of State and local coordination policy bodies and councils;
 - (4) The operation of transportation brokerages to coordinate providers, funding agencies and customers;
 - (5) The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;

- (6) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- (7) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

**APPENDIX D
PUBLIC WORKSHOP HANDOUTS**

Allocation of Dollars for Priority Programs



High

- Self Directed Voucher Program \$ _____
- Cross-County Service \$ _____
- One-Stop Information Center \$ _____

Medium

- Expand Paratransit Services \$ _____
- Increased Evening Fixed-route Service \$ _____
- Increase Weekend Fixed-route Service \$ _____

Low

- Transit Infrastructure \$ _____
- Circulator or Flex Routes \$ _____
- Education Programs \$ _____

Other Recommendations

- _____ \$ _____
- _____ \$ _____
- _____ \$ _____

TOTAL – Not to Exceed

\$100



COMMITMENT LETTER

This letter confirms that you agree to participate as a stakeholder for the formulation of a Locally Coordinated Human Services Transportation Plan (LCHSTP) for Hillsborough, Pasco and Pinellas Metropolitan Planning Organizations referred to as Tri-county MPO below.

To participate in the LCHSTP as a stakeholder simply requires that you provide your input on improving agency coordination and transportation services. There will be several opportunities for you to provide feedback on which services should be incorporated into the LCHSTP including questionnaires and workshops. Your participation is vital. "The direct benefits of more effective coordination are clear. Nationally, \$700 million could be saved, according to a conservative estimate from a study conducted by the National Academy of Science's Transportation Research Board." To accomplish the goals and objectives of the plan the Tri-county MPO will need you as a partner.

Expectations of each participant are as follows:

1. Attend a public workshop in each of two phases of plan development.
2. Encourage agencies that you work with to look for coordination opportunities
3. Respond to e-mails, mail-out and/or other questionnaires in a timely manner
4. Vote on the prioritization of recommended plan projects
5. Notify the MPO if you must cease participation

The initial plan development will be completed between October 2006 and February 2007. Once a plan has been adopted the MPOs will begin to fully implement funded recommendations as a means of improving coordination and transportation for low-income, elderly and disabled persons in our communities.

Agreeing to be a stakeholder is a non-binding commitment that guarantees that you will be included in all of our correspondence throughout this process. A stakeholder also agrees to promote the purpose of the LCHSTP to encourage additional participation. Your participation does not entitle you to any items above those specifically listed in this letter. If the terms above are agreeable to you, please sign and return one copy of this letter.

Sincerely,
Tri-County MPO

Name

Address

Date

E-mail

CHOOSING A PLAN NAME

Instructions: Please place an “X” next to the name that you would like to select for the Locally Coordinated Human Services Transportation Plan.

- | | |
|---|---|
| <p>Access Tampa Bay____</p> <p>BAIT: Bay Area Independent Transportation____</p> <p>BARX: Bay Area Ride, Your Transportation Prescription____</p> <p>BAT: Bay Area Transit ____</p> <p>BATCH: Bay Area Transportation Community Help____</p> <p>CART: Choice Area Regional Transportation____</p> <p>CHARIOT for Tampa Bay: Comprehensive Hillsborough-Area Regional Independent Options for Transportation__</p> <p>Choice Ride____</p> <p>COW: Citizens on Wheels____</p> <p>Final Destination____</p> <p>Freedom____</p> <p>Freedom Ride____</p> <p>“Going Places” ____</p> <p>Let’s Go!! (Locally Enhanced Transportation Services) ____</p> <p>MOTOR: Mobility Throughout Our Region ____</p> <p>Moving____</p> <p>“People Riding on Mass Transit” ____</p> <p>PUNT: Pasco Urban Network Transit____</p> <p>RAIL: Regional Access to Independent Living____</p> <p>RAM: Regional Access Mobility____</p> | <p>RIDE: Regional Independence Drives Everyone (or Equality) ____</p> <p>Ride Tampa Bay____</p> <p>RIM: Regional Independent Mobility____</p> <p>RIOT for Tampa Bay: Regional Independent Options for Transportation ____</p> <p>SCLHP: Service Coordination Local Human Plan____</p> <p>SHARE____</p> <p>STAR Plan – Suncoast Transit Authority Region____</p> <p>STUN: Suncoast Transit Urban Network____</p> <p>Tampa Bay “Ticket to Ride”____</p> <p>Tampa Bay Rides____</p> <p>T-BAD: Tampa Bay Access Disabled____</p> <p>T-BART: Tampa Bay Area Regional Transportation____</p> <p>TRI-AD: Transportation Riders Involved in Access Development____</p> <p>TRI-AID____</p> <p>TRI-County Access Plan____</p> <p>TTP: Tomorrow’s Transit Plan____</p> <p>Ticket to Ride____</p> <p>TBATA: Tampa Bay Area Transportation Access____</p> <p>Us on the Bus____</p> <p>Wheels for All____</p> |
|---|---|

**APPENDIX E
TABLES & CHARTS
PUBLIC WORKSHOPS' PROBLEMS & SOLUTIONS AND
PRIORITY PROJECT RANKINGS**

| "PROBLEMS" | |
|---|----|
| EDUCATION & INFORMATION | |
| There is a need for education on available services, various programs, and eligibility requirements (to both clients and the general public). There should be an emphasis on providing this education to the elderly. | 38 |
| Travel training programs exist, but are limited and have long waiting lists in order to access them. Travel training is needed especially in East Pasco where there is less experience with public transportation. | 8 |
| There is a need for a basic information telephone line for all public transit services. | 4 |
| There needs to be a transportation information clearinghouse. | 4 |
| There are issues with communication, e.g., websites are poor quality and/or difficult to find; the "211" is not as informed as it should be and does not address cross-county needs; and the transportation agencies are inconsistent in interpreting eligibility requirements. | 2 |
| There is a need for more non-traditional public outreach efforts in order to achieve greater public participation during the planning process for transit services. | 1 |
| There needs to be advertising of the various services to the elderly, low income, and inner city people. | 1 |
| Use of acronyms and lack of understanding of specific terms creates a language barrier between transportation agencies and the public and also with agency to agency coordination. Staff, information, and the ability to understand transit services when an individual does not speak English creates a language barrier. | 1 |
| Need to market/increase participation on the Local Coordinating Board (LCB). A representative from the School Board needs to participate on the LCB. | 1 |
| The staff of assisted living facilities need to become more knowledgeable about the actual transportation needs of the residents for whom they are caring. | |
| User notification of any changes in services needs to be improved. | |
| For the elderly population, there is fear/reluctance to learn about and actually use the fixed route public transportation system. | |
| ACCESSIBILITY & SAFETY | |
| Bus stops are not accessible to the disabled, elderly, and general populations due to the lack of sidewalks and gaps between sidewalks and lack of proximity to services. | 17 |
| There is a concern for safety on fixed route service. Lighting around bus stops is needed to help with the passenger feeling of security. Traffic near bus stops is a problem and often makes it difficult for pedestrians to get to bus stops. | 5 |
| There is a need for additional bus shelters and benches to protect passengers from weather conditions and make utilizing the bus more appealing. | 3 |

| | |
|---|----|
| All vehicles providing service for the disabled need to be made wheelchair accessible. This includes taxis, vanpool vans, and all buses in the fleet of Pasco County Public Transit bus fleet. Audible signs are also needed. | 2 |
| There is a lack of confidence among users to utilize the services. | 2 |
| Those who really need the services are disenfranchised. | |
| CROSS-COUNTY TRIPS & COORDINATION | |
| There is a need for inter-county travel for fixed route and paratransit trips. Specific areas where service coordination should occur include between Lakeland and Plant City, between Pasco County and Moffitt Cancer Center and Downtown Tampa, between Oldsmar and Town and Country, and among Pasco, Pinellas, and Hillsborough Counties. | 27 |
| The coordination of transportation providers needs to occur. | 16 |
| There are too many funding sources and too many entities with which to coordinate. In addition, there needs to be coordination to connect paratransit trips to the fixed route system. And, private paratransit trip providers need to coordinate better with the CTC. | 9 |
| There is a lack of transit connectivity between East and West Pasco County, and there is no service in Central Pasco County. | 7 |
| FUNDING | |
| There is a general lack of funding for public transportation. | 18 |
| Transportation funding needs to be divided much more equitably between roads and public transportation with more funding for public transportation. | 3 |
| Limited funding causes prioritization of paratransit trips with those trips going to serving elderly and medical needs. ADA paratransit service is constrained by funding only the 3/4 mile service area. | 3 |
| The funding for the Locally Coordinated Human Services Transportation Plan is extremely limited at only \$1.6 million for the tri-county area. | 1 |
| APPLICATIONS & ELIGIBILITY | |
| Users of the various services must be willing and prepared to provide detailed personal information so that eligibility determinations for services can be made. | 4 |
| The disabled are being denied trips. A large percentage of DART applications for employment trips are rejected (4 of 5 denied). | 4 |
| The applications for service are long, complicated, and difficult to fill out. | 4 |
| There is a lack of knowledge of the eligibility requirements among agencies. (Agencies do not always know where to send people for service if they do not qualify for a particular program.) | 2 |
| There is a challenge with fast-tracking applications. | 2 |
| There are difficulties with ADA service in that the trips take too long, it is a long process to be eligible for service, and sometimes users are only offered a one-way trip. | |
| The eligibility applications for paratransit service need to be more readily accessible, e.g., on the web, in the case manager's office. | |
| SERVICE-RELATED (GENERAL) | |

| | |
|---|----|
| In general, there is not enough public transportation service available. There are many areas without service. There are gaps in service. The system is too fragmented. The fixed route system needs to provide better coverage of the service area. More routes are needed and existing routes need to be extended. The span of bus service is too short. There are not enough transportation alternatives/services to permit true independence for the users. | 25 |
| There needs to be more bus stops along routes and at certain uses. | 8 |
| There is a need for door-to-door service for the user and possibly the user's escort. | 4 |
| Paratransit service needs to be more responsive and more flexible for all paratransit trip needs and for all persons with disabilities. | 4 |
| There is a lack of flexibility within the system. Too much advanced planning is required in order to get transportation. | 3 |
| There are too many transfers on public transit routes. | 2 |
| There are drops from taxi service. | 1 |
| Connections are not designed well. | 1 |
| There is no service on main roads. | 1 |
| There is no paratransit service outside of the ¾ mile corridor. For the elderly population, door to door service is needed. | |
| Bus service is too infrequent on most routes. People have to wait too long for a bus. | |
| There is a need to improve the efficiency of scheduling to reduce the amount of vehicle idle time between trips. | |
| There are some overlaps in county services. | |
| Existing feeder transit service is not in sync with bus schedules and is inflexible. | |
| There is no linkage from local service to express service. | |
| SERVICE-RELATED (SPECIFIC) | |
| Transportation services are too limited in the evening hours and on weekends. There needs to be service for workers working the second and third shifts. | 40 |
| There is a need for shopping, recreational, and employment paratransit trips. There is a need for public transportation service (both fixed route and paratransit) focused specifically on getting people to jobs. Service needs to connect workers with employment and there needs to be "after hours" service to provide transportation for late shifts. | 19 |
| The large percentage of trips used for dialysis purposes uses too much of the funding available for paratransit trips. | 8 |
| For secondary school age children with disabilities, there is little availability of service in rural areas. There is a need for more frequency of service and better service times and for bus stops at or near high schools. | 8 |
| Public transportation service is needed in the following areas: Moon Lake, Wesley Chapel, and in Shady Hills (from Little Road East to 41); from Pasco County to Tampa; and Belleair Beach, Sand Key, and Gulf to Bay. | 5 |

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|---|----|
| High school and middle school students are under-represented when discussing transportation needs. | 4 |
| Pasco County has comparatively fewer transportation options available (as compared to Pinellas and Hillsborough Counties). | 2 |
| The ¼ mile buffer is not an issue for Pasco on Transportation Disadvantaged/Medicaid, but is an issue for ADA trips. | 2 |
| There needs to be more buses to provide holiday services and to provide more service for the rural counties which receive much less service than other areas. | 2 |
| There is not enough express bus service. The trip from Clearwater to St. Petersburg takes too long. | 1 |
| The public transportation system needs to be utilized to provide emergency evacuation services. | |
| Only the Pinellas County Transportation Disadvantaged program provides trips for employment. The TD Programs in Hillsborough and Pasco Counties do not serve work trips. | |
| HARTline's service area is very limited. This limitation prevents opportunities for persons with disabilities to access employment, education, training, volunteer opportunities, recreation, and housing. These limits continue to place persons with disabilities in a disadvantaged situation. | |
| CUSTOMER SERVICE | |
| There is some dissatisfaction with the service times for door-to-door service due to the one hour window on each end of the trip and with the handling of "no shows". | 8 |
| For the Sunshine Line service, the 1 ½ hour time slot to cover 1,000 square miles makes it difficult to provide many trips due to the emphasis on "on-time" service. | 1 |
| The current system is set up to accommodate those who administer the services as opposed to being geared towards those who will use the services. | 1 |
| Service providers need to be more "consumer friendly." | |
| The magnetic stripes on transit passes wear out and/or often have difficulty being read. | |
| Users cannot make reservations for service after 5:00 PM. | |
| Agencies that do not have a paratransit driver policy regarding the assistance of passengers when boarding and exiting the vehicle (help with baggage, or walking to the door etc. especially an issue with curb to curb service). | |
| Some agencies do not have a paratransit policy to address fees and service for companion riders. | |
| There needs to be a central transit customer service hub that spans the boundaries of the MPO's planning area. | |
| Agency staffs are too small to handle the number and complexity of issues that arise. | |
| CUSTOMER PRICE FOR SERVICE | |
| The system needs to be more cost effective and provide more affordable services. The customer price for services is too high especially for the elderly population. | 14 |

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| Some pass issues are related to availability. Discounts should be offered for bulk purchases of passes. | |
| DEVELOPMENT-RELATED | |
| How do public transportation agencies provide service in lower density areas? | 3 |
| Caseworkers that obtain housing for clients do not ensure that the transit dependant people are housed near existing transit routes. | 1 |
| Users of the system need to make better home/transit choices. | 1 |
| There needs to be affordable housing near transit stops. | |
| It is difficult to find property and clear the property for shelter installation. | |
| Affordable housing is only available in "pockets" throughout the County. | |
| Transportation demand has increased because of the way the study area has developed. | |
| Developments being built now are "high end." | |
| OTHER | |
| Private, volunteer services are not allowed to operate without a permit and insurance. Veterans' Administrative services are not opened to all veterans. It is difficult to monitor volunteer services. | 4 |
| The Public Transportation Commission (PTC) is too restrictive. | 3 |
| The transit boards that govern policy decisions are too unstable. | 2 |
| Transportation Disadvantaged labeling is humiliating. | 2 |
| Some communities are not part of the PSTA. | 1 |
| ITN America is not viable at this time because of legislation. | |
| The Veterans' Administration should be compensated for transportation services provided through partnerships with Sunshine Line and HART Line. | |
| The users of the system are patients, clients, and consumers. | |
| The current transportation system "fosters" disabling with the limited service schedule. | |
| There are different expectations across county lines for service. One county's service is perceived to be better than another. | |

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| "SOLUTIONS" | |
| EDUCATION & INFORMATION | |
| Consolidate information databases into a central location where users and agency representatives can go to view transportation programs and their eligibility requirements. All information should be available on a user-friendly website and should include contact telephone numbers for all services in the three-county area. | 18 |
| Use existing intake centers to serve multiple agency processes. Use this concept for information transfer and not necessarily for assessment of need. This could be similar to a Senior Help Line, but could go further to help all users to the appropriate program. | 8 |

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| Provide more and better education to the service-providing agencies. This process should include accountability monitoring of the transportation providers. | 7 |
| Achieve better utilization of the "211" information line through increased promotion of the line. | 6 |
| Provide more comprehensive education for riders/participants/agencies regarding the various service programs including how to use the services and the eligibility requirements. | 6 |
| Use information sharing forums as means of getting the word out to agencies and the public. | 6 |
| Provide public education to agencies to market programs that are funded with other existing programs. | 5 |
| Train and assist secondary school-age children on using public transportation to get to internships and jobs. Offer high school class credit for providing travel training assistance on how to use the bus. Use schools to support travel training programs in exchange for fare waivers and/or reductions. | 5 |
| Pasco County Public Transit (PCPT) should hire travel trainers. | 4 |
| Bring information to elderly population via workshops. | 3 |
| Create awareness among elected officials regarding the needs of the various groups utilizing public transportation. | 3 |
| Conduct workshops on travel training. | 3 |
| Provide aging and disability sensitivity training to boards at the State and regional transportation level. | 3 |
| Develop and distribute a handbook/guide for agencies and the services they provide. | 2 |
| Work with the relatives of service users to help the users better receive, understand, and retain the information regarding the various programs and services. | 1 |
| Encourage lobbying by agencies and the general public for transit. | |
| Encourage the public to become involved with advocacy agencies. | |
| ACCESSIBILITY & SAFETY | |
| Use countdown pedestrian signals and pedestrian overpasses at and near bus stops. | 6 |
| Provide more sidewalks, cross walks, bus shelters, and circular areas to bus stops to improve passenger safety. | 3 |
| Require a certain percentage of taxis to be wheelchair accessible. | 3 |
| Establish better security at and access to all bus stops. | 2 |
| Construct adequate bus shelters that are accessible, well-lit and visible. | 1 |
| CROSS-COUNTY TRIPS & COORDINATION | |
| Create better coordination and communication among the agency service providers to implement cross-county services. | 24 |
| Create a central point of intake for requests for all services. | 3 |
| Implement vehicle sharing among public funded agencies and private companies. | 2 |
| Create a Regional Transit System composed of light rail and express bus services that connect all three counties. | 6 |

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| Provide better coordination of the funding programs as they exist in each county (Pinellas County Transportation Disadvantaged and Medicaid should coordinate better with Hillsborough County Transportation Disadvantaged and Medicaid). | 1 |
| Affirm the CTC's role as the regional coordinator. | |
| Create centralized and coordinated wheelchair dispatch for taxis. | |
| Use the Orlando-Area model of coordination for the tri-county area of Hillsborough, Pasco, and Pinellas Counties. | |
| Create a service forum that meets monthly to address immediate transportation service needs. | |
| Create more regional-level boards. | |
| FUNDING | |
| Obtain and allocate more funding to public transportation. | 38 |
| Implement impact fees for transit. | 2 |
| Create a specialty license plate for transit. | 2 |
| Increase the sales tax and use the revenues for transit. | 1 |
| Increase agency funding for pass purchases. | |
| APPLICATIONS & ELIGIBILITY | |
| Create standardized medical application forms. | 1 |
| Make applications available on-line. | 1 |
| Provide trip denial notification to include the reason for the denial. | |
| Examine the eligibility requirements for the bus system versus paratransit service. | |
| Develop standardized eligibility criteria. | |
| Provide guidelines for all programs. | |
| Provide more information about the application process. | |
| SERVICE-RELATED (GENERAL) | |
| Increase the overall amount of fixed route and paratransit service provided. | 15 |
| Provide circulator or "flex" routes. | 8 |
| Get businesses and public organizations to provide bus shelters and/or benches at bus stops. | 4 |
| Create carpools and vanpools around employers. | 3 |
| Add high occupancy vehicle (HOV) lanes. | 1 |
| Utilize school buses and modifications of their existing routes for public transportation. | |
| SERVICE-RELATED (SPECIFIC) | |
| Create and implement a self-directed voucher program. | 46 |
| Expand the hours of evening transit service. Consider using school buses to provide later service. Evening service needs to serve later shift workers. | 13 |
| Provide weekend service. | 8 |
| Encourage public schools to use public transit by adding high schools and technical schools to public transit routes. | 7 |

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| Provide more door-to-door service to popular destinations for seniors. Use a small circulator type of system to serve frequent senior destinations. | 6 |
| Create more park-and-ride locations at city community centers, churches, and shopping centers. | 4 |
| Use smaller loops to connect with major transit routes (e.g., Route #66, south of Bay Drive). | 3 |
| Expand the flexibility on non-fixed route transit. This includes providing for multi-stop options on the same trip. This applies to all transportation service providers, including GPTMS, Logistcare, etc. | 3 |
| Provide more fixed route service throughout Pasco County. | 3 |
| Take all dialysis trips out of the transportation disadvantaged system and create a service just for dialysis/life sustaining trips. | 2 |
| Involve faith organizations/churches in volunteer transportation programs. | 2 |
| HART Line needs to develop strategies for on-demand trips. | 1 |
| Provide the service for people in Pinellas County to get to jobs in Hillsborough County (e.g., Oldsmar to Town and Country). | 1 |
| Use smaller buses during off-peak times to conserve money and reduce the perception that the bus service is a waste of money because the large buses are always operating empty. | 1 |
| Establish small vanpools for the disabled secondary school-age population. | |
| Multi-load trips made for dialysis purposes. | |
| Rename transit routes from route numbers to roadway names. | |
| Use larger buses for peak hours and smaller buses for off-peak hours. | |
| Allow companions to accompany certain users of the system. | |
| CUSTOMER SERVICE | |
| Create a safety net for those who are falling through the cracks in the system. | 5 |
| Extend the hours past 5:00 PM for making reservations. | 3 |
| Survey users to assess the quality of user assistance provided by drivers. Increase sensitivity training. | 1 |
| Make the system more user-friendly. | 1 |
| Issue pass sleeves for transit passes. | |
| Improve customer service by training staff to deal with the various types of callers to reduce anxiety or anger from patrons of the public transit system (e.g., TTY phones have a delay, so provide a lag time prior to hanging up the phone, reduce the amount of time that patrons have to be on hold, and develop a professional attitude at all times when addressing clients). | |
| Make it easier to conduct business between transit agencies, social service agencies, and the general public by having top notch customer service. | |
| Designate a transit staff person to the social service agencies. | |
| CUSTOMER PRICE FOR SERVICE | |
| Create a structured fee schedule. | |

| DEVELOPMENT-RELATED | |
|--|----|
| Amend development regulations (land development codes, municipality codes) to require businesses, malls, and developers to include transit infrastructure/transit stops. | 10 |
| Implement sensitivity training for planning groups, engineers, and designers. | |
| OTHER | |
| Create public/private partnerships. | 9 |
| Local leadership must make appropriate investments to support and improve public transportation programs to serve the needy populations. | 3 |
| Change the legislation for the Hillsborough PTC. | 2 |
| Provide individual "jitney" services and lower permit fees. | 1 |
| Agencies should hire disabled persons to work the Transportation Disadvantaged, ADA, and Medicaid programs. | 1 |
| Invite transit supporters to the Pasco County Legislative Delegation meeting. | 1 |
| Test transitional living programs that help improve retention and save businesses money. | 1 |
| Make HART Line an independent government entity so that it may be empowered to better address needs. | |
| Find a spouse/partner with a vehicle. | |

LCHSTP – Public Workshop #1
Pinellas County Extension Service/Florida Botanical Gardens
Thursday, February 1, 2007
1:30 PM to 4:00 PM

There were a total of twenty individuals participating in the dollar allocation exercise. These individuals were divided into three groups and both the individual and group totals are displayed.

Pinellas County Public Workshop Allocation

| PROJECTS | INDIVIDUAL | GROUP ONE | GROUP TWO | GROUP THREE | TOTAL ALL GROUPS |
|---------------------------------------|-------------------|------------------|------------------|--------------------|-------------------------|
| Self-Directed Voucher Program | 756 | 25 | 60 | 81 | 166 |
| Cross-County Service | 180 | 10 | 0 | 0 | 10 |
| One- Stop Information Center | 226 | 10 | 0 | 0 | 10 |
| Expand Paratransit Services | 166 | 15 | 0 | 16 | 31 |
| Increased Evening Fixed-route Service | 107 | 10 | 20 | 0 | 30 |
| Increased Weekend Fixed-route Service | 102 | 5 | 20 | 0 | 25 |
| Transit Infrastructure | 40 | 5 | 0 | 0 | 5 |
| Circulator or Flexible Routes | 25 | 5 | 0 | 0 | 5 |
| Education Programs | 163 | 5 | 0 | 3 | 8 |
| Volunteer Based Transportation System | 185 | 10 | 0 | 0 | 10 |
| Expanded Elder Services | 40 | 0 | 0 | 0 | 0 |
| Travel Training | 10 | 0 | 0 | 0 | 0 |
| TOTAL | 2000 | 100 | 100 | 100 | 300 |

LCHSTP – Public Workshop #2
Pasco County Marchman Technical Education Center
Friday, February 2, 2007
1:30 PM to 4:00 PM

There were a total of twelve participants in the individual dollar allocation exercise. These individuals comprised one group and the individual totals and group project priorities are displayed.

East Pasco County Public Workshop Allocation

| PROJECTS | INDIVIDUAL | GROUP ONE |
|---|-------------------|------------------|
| Self-Directed Voucher Program | 315 | 2 |
| Cross-County Service | 115 | 3 |
| One-Stop Information Center | 30 | 9 |
| Expand Paratransit Services | 71 | 6 |
| Increased Evening Fixed-route Service | 69 | 7 |
| Increased Weekend Fixed-route Service | 50 | 8 |
| Transit Infrastructure | 20 | 10 |
| Circulator or Flex Routes | 330 | 1 |
| Education Programs | 110 | 4 |
| Travel Training | 80 | 5 |
| More Stops/More Frequent Existing Service | 10 | 11 |
| Totals | 1,200 | N/A |

LCHSTP – Public Workshop #3
Pasco County Moore Mickens Education Center
Tuesday, February 6, 2007
1:30 PM to 4:00 PM

There were a total of eight participants in the individual dollar allocation exercise. These individuals comprised one group and the individual totals are displayed.

West Pasco County Public Workshop Allocation

| PROJECTS | INDIVIDUAL |
|---------------------------------------|-------------------|
| Self-Directed Voucher Program | 305 |
| Cross-County Service | 85 |
| One-Stop Information Center | 50 |
| Expand Paratransit Services | 15 |
| Increased Evening Fixed-route Service | 0 |
| Increased Weekend Fixed-route Service | 0 |
| Transit Infrastructure | 20 |
| Circulator or Flex Routes | 188 |
| Education Programs | 35 |
| East-West Transportation Intra-county | 100 |
| Travel Training | 2 |
| Totals | 800 |

**Public Workshop #4
Hillsborough County West Tampa Branch Public Library
Wednesday, February 7, 2007
1:30 PM to 4:00 PM**

There were a total of eighteen participants in the individual dollar allocation exercise. These individuals were divided into two groups. Both the individual and group totals are displayed.

Hillsborough County Public Workshop Allocation

| PROJECTS | INDIVIDUAL | GROUP ONE | GROUP TWO | TOTAL ALL GROUPS |
|---------------------------------------|-------------------|------------------|------------------|-------------------------|
| Self-Directed Voucher Program | 475 | 25 | 40 | 65 |
| Cross-County Service | 230 | 0 | 0 | 0 |
| One- Stop Information Center | 250 | 0 | 20 | 20 |
| Expand Paratransit Services | 145 | 0 | 30 | 30 |
| Increased Evening Fixed-route Service | 100 | 0 | 0 | 0 |
| Increased Weekend Fixed-route Service | 85 | 0 | 0 | 0 |
| Transit Infrastructure | 130 | 0 | 0 | 0 |
| Circulator or Flexible Routes | 155 | 73 | 0 | 73 |
| Education Programs | 110 | 2 | 0 | 2 |
| ITN | 55 | 0 | 0 | 0 |
| *Improve Existing Service | 65 | 0 | 10 | 10 |
| TOTAL | 1,800 | 100 | 100 | 200 |

*One participant only allocated \$35 of the \$100 and added a note to their worksheet stating that the number one priority should be to improve existing services. No recommendation was added on how existing services should be improved, so the remaining \$65 has been placed in this category.

APPENDIX F
JARC/NF PROGRAM GRANT FUNDING APPLICATION

FEDERAL TRANSIT ADMINISTRATION
JOB ACCESS & REVERSE COMMUTE PROGRAM
AND NEW FREEDOM PROGRAM

***Competitive Grant Application for the Tampa Bay
Metropolitan Area, including the urbanized areas of
Pasco, Pinellas, and Hillsborough County***



Pinellas County Metropolitan Planning Organization
*(In partnership with the Pasco County and Hillsborough County
Metropolitan Planning Organizations)*

Federal Fiscal Year 2006, 2007 Funding Cycles*

This application is available to download from the Pinellas County MPO's website at
<http://www.pinellascounty.org/mpo/tricounty.htm>

Additional Job Access and Reverse Commute and New Freedom Grant information can
be found at:

<http://www.pinellascounty.org/mpo/tricounty.htm>

http://www.fta.dot.gov/funding/grants_financing_263.html

** This application covers two years of funding. Future year applications will cover one-year of funding each.
Applicants should indicate on the project budget page which year(s) they are applying for funds.*

OVERVIEW

SAFETEA-LU

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) reauthorized federal transportation funding programs through federal Fiscal Year (FY) 2009. SAFETEA-LU addresses the many challenges facing our transportation system today and lays the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

This funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317).

Program Descriptions and Specific Eligibility Requirements

Job Access & Reverse Commute (JARC) Program - Section 5316 of SAFETEA-LU
The available JARC apportionment for Pasco, Pinellas, and Hillsborough counties is \$978,029 in FY 2006 and \$1,030,946 in FY 2007.

Eligible agencies:

JARC is a formula grant program for the urbanized area including Pasco, Pinellas, and Hillsborough counties. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators.

Program description:

Section 5316 (JARC) is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, train, carpool, vans or other transportation services.

Eligible activities:

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-responsive service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities.

The local coordinated plan, the TCAP, identifies service gaps and needs of the targeted populations and prioritizes projects to meet those needs. Projects selected must be derived from the plan and address identified service gaps/needs.

Further information on eligible activities can be found at:

http://www.fta.dot.gov/documents/TAD_JARC_8_29_06_Final_tb.doc

JARC related projects identified and prioritized as part of the TCAP can be found at:
<http://www.pinellascounty.org/mpo/tricounty.htm>.

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) of net activity cost for capital projects, and not more than 50 percent (50/50 match) of net operating costs. All of the local share must be provided from sources other than Federal Department of Transportation (DOT) funds. Some examples of sources of local match include: and local appropriations; other non DOT federal funds from federal programs that are eligible to be expended for transportation; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, and represents a cost which would otherwise be eligible under the program.

Non-DOT federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid. Federal programs that are eligible to expend funds for transportation include Temporary Assistance for Needy Families, Medicaid, Employment training programs, Rehabilitation Services, and Administration on Aging. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside the scope of the project cannot be applied as a credit for local match in the FTA grant.

New Freedom (NF) Program - Section 5317 of SAFETEA-LU

The available New Freedom apportionment for Pasco, Pinellas, and Hillsborough counties is \$634,574 for FY 2006 and \$750,519 in FY 2007.

Eligible agencies:

JARC and New Freedom is a formula grant program for the urbanized area including Pasco, Pinellas, and Hillsborough counties. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators.

Program description:

Section 5317 is a new formula grant program intended to fund new public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the ADA. Funds will cover capital and operating costs to these programs to provide that new service.

Eligible activities:

Eligible activities for New Freedom funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing “feeder” services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers.

The local coordinated plan, the TCAP, identifies service gaps and needs of the targeted populations and prioritizes projects to meet those needs. Projects selected must be derived from the plan and address identified service gaps/needs.

Further information on eligible activities can be found at:

http://www.fta.dot.gov/documents/TAD_New_Freedom_8_30_06_Final_tb.doc

JARC related projects identified and prioritized as part of the TCAP can be found at:

<http://www.pinellascounty.org/mpo/tricounty.htm>.

General Eligibility Requirements

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) of net activity cost for capital projects, and not more than 50 percent (50/50 match) of net operating costs. All of the local share must be provided from sources other than federal DOT funds. Some examples of sources of local match include: and local appropriations; other non DOT federal funds from federal programs that are eligible to be expended for transportation; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, and represents a cost which would otherwise be eligible under the program.

Non-DOT federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid. Federal programs that are eligible to expend funds for transportation include Temporary Assistance for Needy Families, Medicaid, Employment training programs, Rehabilitation Services, and Administration on Aging. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside the scope of the project cannot be applied as a credit for local match in the FTA grant.

Locally Coordinated Public Transit-Human Services Transportation Plan:

SAFETEA-LU requires that projects must be derived from a Locally Developed, Coordinated Public Transit-Human Services Transportation Plan. The Pasco, Pinellas, and Hillsborough Metropolitan Planning Organizations (MPOs), with substantial public input, have developed a Public Transit Human Services Plan called the "Tri-County Access Plan" (TCAP) for the Tampa-St. Petersburg Urbanized Area. The TCAP is available through each of the MPO's websites, including <http://www.pinellascounty.org/mpo/tricounty.htm>. This plan identifies current unmet transportation needs of people living with disabilities, older adults, and lower-income persons and potential solutions to address the unmet needs. Through a series of public workshops, the existing unmet needs and potential project types were prioritized in terms of level of need and potential for implementation with JARC/New Freedom funding. SAFETEA-LU requires that projects selected for funding under the JARC and NF programs be derived from the locally developed TCAP and address service needs and gaps/barriers identified therein. Selection criteria will be used to prioritize potential projects and develop a listing of projects for funding. For both the JARC and New Freedom programs, the grants are for a one-year period. It will be necessary to reapply through a competitive process each year for funding.

Disadvantaged Business Enterprise Participation

The JARC and New Freedom grant programs are subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The MPO's overall 2007 requirement for DBE participation is 5% and is applicable to these grant programs. This requirement reflects the availability of willing and able DBEs who are registered with the of Florida that would be expected to participate in MPO and its subgrantees' contracts absent the effects of discrimination. Eligible DBE subgrantees are encouraged to participate in the JARC New Freedom grant programs. Information on the MPO's DBE Program requirements is available at the MPO offices and on-line at: http://www.pinellascounty.org/mpo/PDFs/DBETitleIV/DBE_06-07.pdf.

More information on the of Florida DBE Program, including an application and available DBE bidders list may be found at: <http://www.dot.fl.us/equalopportunityoffice/dbeprogram.htm>.

The following clause is required of all MPO contracts:

The Subgrantee shall not discriminate on the basis of race, age, creed, disability, marital status, color, national origin, or sex in the performance of this contract. The Subgrantee shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT assisted contracts. Failure by the Subgrantee to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy, as the MPO deems appropriate.

Deadlines for Application Submission

If your organization has a potential project that it would like considered for funding under one of these programs please complete the following application and submit it to the address below no later than **12:00 PM Eastern Standard Time on Wednesday, May 30, 2007**. Applications received after that date and time will not be considered. The Pinellas County MPO will accept printed or electronic applications. A committee including staff from the Pasco, Pinellas, and Hillsborough MPOs, the Florida Department of Transportation, and the Tampa Bay Regional Planning Council will review and score the applications, and through a process established in the TCAP, will select projects for funding. Applications should be submitted to:

Ms. Heather Sobush
Program Planner
Pinellas County MPO
600 Cleveland Street, Suite 750
Clearwater, FL 33755

The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant will comply with the necessary Certifications and Assurances if assistance is awarded.

APPLICATION DUE: MAY 30, 2007, 12:00 p.m.

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I. FUNDING REQUEST

_____ Transmittal Page

PART II. PROJECT NARRATIVE

_____ Map of Applicant Service Area

_____ Existing and Proposed Transportation Services Provided by Applicant

_____ Project Description, Goals and Objectives

_____ Implementation and Operations Plan

_____ Project Budget

_____ Project Budget Worksheet

_____ Description of Proposed Budget, Including Cost per Unit of Service

_____ Description of Project Relationship to Other Federal/ Programs

_____ Financial Statements or Other Evidence of Financial Capability

_____ Program Effectiveness and Performance Measures

_____ Coordination and Program Outreach Plan

_____ DBE Participation Information

Project Application Procedures

This JARC and New Freedom program application is for funds to be used within Pasco, Pinellas, and Hillsborough counties. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances as applicable and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, U.S.C.).

Project Selection for JARC and New Freedom

Projects will be awarded through a competitive selection process. A review committee including representation from each of the three MPOs, the Florida DOT and the Tampa Bay Regional Planning Council (TBRPC) will review and score all applications using the established criteria. The committee will then develop a ranking of projects based on these scores. Consideration will also be given to selecting JARC and NF projects that achieve a fair distribution of transportation services within the three-county service area and maximize use of available funds. The review committee will recommend JARC and NF projects to be included in an annual Program of Projects (POP) that will be presented to the MPOs of each County and their committees, as appropriate. The POP will also be presented to the MPO Boards of each county and any appropriate MPO committees. As the designated recipient of the JARC and NF funds, the Pinellas County MPO, with the concurrence of the Hillsborough and Pasco MPOs, will approve a final POP that includes selected JARC and NF projects. A public hearing on the POP will be held at the Pinellas MPO Board meeting. The Pinellas MPO will submit an application, including the POP, to FTA for approval. The approved POP will then be published and the applicants notified.

Application and Project Selection Schedule *

| | |
|----------------|--|
| April 30, 2007 | Project Applications Issued |
| May 30, 2007 | Project Applications Due |
| June 1, 2007 | Distribution of Applications to Review Committee |
| June 2007 | Review Committee Develops Program of Projects for Funding |
| July/Aug. 2007 | Pasco, Pinellas, and Hillsborough MPOs and Committees Review Recommended POP |
| Sept. 12, 2007 | Pinellas MPO Meeting – Public Hearing & Approval of POP |
| September 2007 | FTA Review and Approval of POP |
| Oct/Nov 2007 | Project Funding Available |

* *Tentative – Schedule Dates Subject to Change*

June 2007

*Tri-County Access Plan
Final Plan*

Scoring Criteria

Project Description, Goals, and Objectives

The applicant should describe the project, define the geographic area covered, and explain how the project directly addresses unmet transportation needs or gaps in service identified in the locally developed, coordinated public transit - human services transportation plan. Indicate number of persons expected to be served from targeted populations (consistent with objectives of JARC and New Freedom programs), and the number of trips (or other units of service) expected to be provided. The project should also be consistent with the objectives of the JARC and New Freedom grant programs.

Implementation and Operations Plan

Projects seeking funds to support program operations must provide a well-defined operations plan and describe implementation steps, milestones, and the timeline for carrying out the project. Demonstrate institutional capability to carry out the service delivery aspect of the project.

Project Budget

Projects submitted must include a clearly defined budget, including anticipated project expenditures and revenues, documentation of matching funds, and documentation of other resources expected to be leveraged (including resources from other federal and state programs).

Program Effectiveness and Performance

Projects should be described in terms of appropriateness of service delivery related to the need the project proposes to address. Projects should demonstrate cost-effectiveness in terms of the approach. Project applications should identify clear, measurable performance measures to track effectiveness and present a plan for ongoing monitoring and evaluation of the service and the magnitude of its impacts on populations targeted by the JARC and New Freedom Programs. This plan should include, at a minimum, quarterly reporting of performance measures to the appropriate MPO.

Coordination and Program Outreach

Proposed projects should indicate ability to coordinate with other community transportation and human services programs and describe a plan for communicating information about the project to potential users, social service providers, other transportation programs, etc.

DBE Participation

Project applications should indicate whether DBEs will be used in carrying out the project. If so, the applications shall describe to what extent and how project funds will be expended through DBEs.

| Scoring Criteria | Max Points |
|--|------------|
| Project Description, Goals, & Objectives | 25 |
| Priority Level of Need in Coordinated Plan (High = 8-10, Med = 4-7, Low = 1-3) | 10 |
| Level of regional access (1,2, or 3 counties served) | 5 |
| Number of persons within each targeted group expected to be served | 5 |
| Number of trips or units of service to be delivered | 5 |
| Implementation and Operations Plan | 20 |
| Well defined operations plan | 5 |
| Demonstrated operational/technical capability | 5 |
| Reasonableness of project timeline | 5 |
| Plan for continuing project over the next five years | 5 |
| Project Budget | 25 |
| Project Cost Effectiveness (cost related to number of people served/trips provided) | 10 |
| Evidence of financial capability | 5 |
| Leveraging of resources from other federal and programs | 5 |
| Documentation of matching funds | 5 |
| Program Effectiveness and Performance | 10 |
| Appropriate match of service delivery to need | 5 |
| Plan for measuring effectiveness and performance, including steps to take if original goals not achieved | 5 |
| Coordination and Program Outreach | 15 |
| Current coordination contract with the appropriate CTC(s) where applicable | 5 |
| Outreach and project education plan | 10 |
| DBE Participation | 5 |

TOTAL POSSIBLE POINTS

100

June 2007

Tri-County Access Plan
Final Plan

PART 1 – TRANSMITTAL

FTA 5316 Job Access/Reverse Commute (JARC) and 5317 New Freedom (NF) Project Application

| |
|---|
| A. Applicant Information: |
| Legal Name: |
| Address: |
| City//Zip: |
| Contact Person: |
| Email: |
| Phone: |
| Alternate Contact (Optional): |
| Phone: |
| Employer Identification Number (EIN): |
| Organizational DUNS: |
| <input type="checkbox"/> Current 5310 Recipient |
| B. Program (check one): |
| <input type="checkbox"/> Job Access & Reverse Commute Project – Section 5316 |
| <input type="checkbox"/> New Freedom Project – Section 5317 |
| <input type="checkbox"/> Both a JARC and New Freedom Project |
| C. Project Type (check one): |
| <input type="checkbox"/> Capital Only (80% of project cost) |
| <input type="checkbox"/> Operating Only (50%) |
| <input type="checkbox"/> Capital & Operating |
| D. Project Information: |
| Project Description: |
| Service Area: |
| Estimated Number of People to be Served: Low-income: _____ Elderly: _____ Disabled: _____ |
| Estimated Number of Trips or Units of Service to be Delivered: |
| <input type="checkbox"/> Addresses a Service Need or Gap Identified in the Tri-County Access Plan (TCAP) |
| Total Cost of Project: \$ |
| Amount of JARC Funding Requested: \$ |
| Amount of New Freedom Funding Requested: \$ |
| Total Match Funds Available (Non-DOT federal, , local or private): \$ |
| E. To the best of my knowledge and belief, all information in this application is true and accurate. The document has been duly authorized by the governing body of the applicant and the applicant will comply with any certifications and assurances if the assistance is awarded. |
| Signature of Authorized Representative: |
| Printed Name of Authorized Representative: |
| Date: |

PART II - NARRATIVE

Project Description, Goals and Objectives

1. Provide an overview of the project, including the project's goals and objectives.
2. Describe the unmet transportation need identified in the TCAP that the proposed project seeks to address and provide any other relevant documentation of the need. Describe how the project will mitigate the transportation need.
3. Estimate the number of people from the targeted group(s) that will be served and/or service units served that will be provided.
4. Describe the service area for this project and provide pertinent demographic data and/or maps.

Implementation and Operations Plan

1. Describe key personnel assigned to the project, and your agency's ability to manage the project.
2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.
3. Explain how the project relates to other services or programs provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.
4. Provide a timeline for project implementation.
5. Applicants must reapply annually for project funding. Describe how you intend to continue the project should JARC and/or New Freedom funding no longer be available for this project in future years.

Project Budget

1. Provide a complete budget indicating project revenues and expenditures in the format provided in Part III. Estimate the proposed cost per trip (or other unit of service) and describe efforts to ensure cost-effectiveness.
2. Provide evidence of financial capability.
3. Describe how the project relates to any federal or programs that you operate. Explain how resources obtained through other federal or programs can be leveraged for the project.

Program Effectiveness and Performance Measures

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.
2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Coordination and Program Outreach Plan

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.
2. Describe how you will market the project and promote public awareness of the program. Letters of support from key stakeholders may be attached to the grant application.

DBE Participation

1. If the applicant is registered as a disadvantaged business enterprise (DBE), the applicant should provide documentation of current DBE status.
2. If the applicant is not a registered DBE, but intends to expend some of the funds received through a registered DBE, the applicant should list the percentage of funds to be expended through a DBE and describe how those funds are to be expended.

FTA 5316 (JARC) & 5317(New Freedom) Project Budget

Applicant: _____

Federal Fiscal Year: _____

Total Annual Net Project Cost (operating & capital only): _____

Operating Expenses (50% Local Match Required):

| Funding Source | FY06 Amount | FY07 Amount |
|--|--------------------|--------------------|
| <u>Requested JARC Funds</u> | _____ | _____ |
| <u>Requested New Freedom Funds</u> | _____ | _____ |
| <u>50% Match for JARC Funds Requested (list source & amount)*</u> | | |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| <u>50% Match for New Freedom Funds Requested (list source & amount)*</u> | | |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| Subtotal: | _____ | _____ |

Capital Expenses (20% Local Match Required):

| Funding Source | FY06 Amount | FY07 Amount |
|--|--------------------|--------------------|
| <u>Requested JARC Funds</u> | _____ | _____ |
| <u>Requested New Freedom Funds</u> | _____ | _____ |
| <u>20% Match for JARC Funds Requested (list source & amount)*</u> | | |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| <u>20% Match for New Freedom Funds Requested (list source & amount)*</u> | | |
| _____ | _____ | _____ |
| _____ | _____ | _____ |
| Subtotal: | _____ | _____ |

MPO Contacts

Pinellas County MPO

Heather Sobush
600 Cleveland Street, Suite 750
Clearwater, FL 33755
(727) 464-8200
hsobush@pinellascounty.org

Hillsborough County MPO

Allison Yeh
601 East Kennedy Blvd., 18th Floor
P.O. Box 1110
Tampa, FL 33601-1110
(813) 272-5940
yeha@plancom.org

Pasco County MPO

Manny Lajmiri
7530 Little Road, S-320
New Port Richey, FL 34654
(727) 847-8140
mlajmiri@pascocountyfl.net

APPENDIX G
NON-PROFIT AND PRIVATE TRANSPORTATION PROVIDERS INVENTORY

Note: A larger version of the inventory is available by contacting any of the MPOs at the following:

Pinellas County MPO

600 Cleveland Street, Suite 750
Clearwater, FL 33755
(727) 464-8200
<http://www.pinellascounty.org/mpo/>

Hillsborough County MPO

601 East Kennedy Blvd., 18th Floor
P.O. Box 1110
Tampa, FL 33601-1110
(813) 272-5940
<http://www.hillsboroughmpo.org/>

Pasco County MPO

7530 Little Road, S-320
New Port Richey, FL 34654
(727) 847-8140
<http://www.pascocountyfl.net/menu/index/mpoindex.htm>

| Provider | Address | Phone | Seasonal Resident Service? | Provider Information | | | | Type of Transportation | | | | Eligibility | | | | Type of Trips | | | | | | | | |
|---|---|----------------|-------------------------------|---|--|---|--|--|------------|------------|------------|-------------|---------------|---|------------|---------------|--------------------|---------|----------|---------|------------|-----------------------|---------------------|-----------------------|
| | | | | Geographical Region | Days/Times of Transportation Service | Cost | Advance Notice | Application Required? | Wheelchair | Ambulatory | Individual | Group | Income limits | Monthly Income level | Disability | Age | Other Restrictions | Medical | Pharmacy | Grocery | Employment | Job related education | Education | Other Life Sustaining |
| Agency for Community Treatment Services (ACTS) | 4612 N 56th St. Tampa, FL 33610 | (813) 201-3420 | No | Pinellas, Hillsborough, Polk and Manatee Counties | NA | \$3/each way | 48 hours | Yes, unless court or state agency ordered | | | | | | Usually for persons who lose SSI benefits | | | | | | | | | | |
| Alpha A Beginning, Inc. | 707 5th Ave. N. St. Petersburg, FL 33701 | (813) 822-8190 | No | Pinellas County | N/A | free | 48 hours | Yes | | | | | | | | | | | | | | | | |
| American Cancer Society | 4801 86th Avenue North Pinellas Park, FL 33782 | (800) 227-9954 | No | Pinellas County | N/A | None | 2-3 business days notice, more if possible | Registered clients only | | | | | | | | | | | | | | | | |
| American Red Cross, North Pinellas | 818 Fourth Street St. Petersburg, FL 33701 | (727) 898-3111 | Yes | Ulmeton Road North to Pasco County line | Mornings (Pickups for appointments between 8:15-9:30) | None, but donations accepted | Advised, first-come first-serve | Completion of Form | | | | | | | | | | | | | | | | |
| American Red Cross, South Pinellas | 818 Fourth Street St. Petersburg, FL 33701 | (727) 898-3111 | Yes | Ulmeton Road South to Pasco County line | Monday - Friday 8 a.m. - Noon | None, but donations accepted | Advised, first-come first-serve | Completion of Form | | | | | | | | | | | | | | | | |
| Bolvy Center, Inc. | 445 31st Street N. St. Petersburg, FL 33713 | (727) 821-4819 | No | Pinellas, Pasco, and Hillsborough Counties | Monday-Friday/7am-4pm | \$3/each way | 48 hours | No | | | | | | | | | | | | | | | | |
| City of Gulfport - G.E.M.S. Bus Service | 2401 53rd Street South Gulfport, FL 33707 | (727) 893-2242 | Yes | City of Gulfport - No service north of 38th Ave. or south of 22nd Ave S. | Monday - Friday 8 a.m. - 4 p.m. | \$6 per round trip OR \$120/year; 2 cents of \$80 for 1st 6 months & \$40 for 2nd 6 months | Yes | Yes, Call M-F 8 am to 1 pm | | | | | | 55 or older OR disabled | None | | | | | | | | | |
| Demand Response (Dial A Ride) DART | 16617 A. Us Highway North Clearwater, FL 33764 | (727) 724-0440 | Yes | Pinellas | Demand response service provided only during regular bus service times/days. | \$3.00 per ride | Yes | You can call up to a month before scheduled trip. But no later than 5 p.m. on the day before trip needed. 24 hours preferred | | | | | | | | | | | | | | | | |
| Faith in Action Upper Pinellas | 455 Scotland Street Dunedin, FL 34608 | (727) 738-4307 | Yes | North Pinellas (N. of Ulmeton) | Monday - Friday 9 a.m. - 4 p.m. | None, but donations accepted | Yes | Usually for initial assessment after that 1 week notice | | | | | | | | | | | | | | | | |
| Girls, Inc. | 7700 61st Street N. St. Petersburg, FL 33781 | (727) 544-6230 | No | Pinellas County | After School Times | free | none | Must be registered into a program | | | | | | under 18 | | | | | | | | | | |
| Goodwill Industries, Inc. | 10596 Gandy Blvd. St. Petersburg, FL 33733 | (727) 638-1949 | Yes | Pinellas, Pasco, and Hillsborough Counties | Monday-Friday/8am-5pm | \$4.44-\$3.44/each way depending on type of employment | none | Must be registered into an employment program | | | | | | | | | | | | | | | | |
| Gulf Coast Community Care | 14041 1st Blvd. Clearwater, FL 33760 | (727) 538-7460 | N/A | Pinellas, Pasco, and Hillsborough Counties | Monday-Friday/8am-5pm | \$3/each way | none | Yes | | | | | | | | | | | | | | | | |
| Lighthouse of Pinellas, Inc. | 6925 112th Circle North, Suite 103 Largo, FL 33773 | (727) 544-4433 | No | Pinellas County | Monday-Friday/9am-3pm | \$3.00/each way | 24 hours | Yes | | | | | | | | | | | | | | | | |
| Louise Graham Regeneration Center | 2301 13rd Av. S. St. Petersburg, FL 33712 | (727) 327-9444 | No | Pinellas County | Monday-Friday/8am-5pm | \$3/each way | 48 hours | Yes | | | | | | | | | | | | | | | Social/Recreational | |
| Medicaid Transportation | 7740 66th St. North Pinellas Park, FL 33781 | (727) 545-2100 | No | All Pinellas County. Out of county trips sometimes for medical reasons for Pinellas County residents. | 24 hours/7 days a week | \$1/trip | 72 hours | Yes | | | | | | Must be a Medicaid recipient - Medicaid has income limits | | | | | | | | | | |
| Morton Plant Clearwater Hospital | 300 Pinellas St. Clearwater, FL 33756 | (727) 461-8548 | No | Top of the World Union Street south to 8th Ave. in Largo | Monday - Friday 8 a.m. - 3:15 p.m. | None for transp. to outpatient appointments at their facilities. | Yes | Have to be patient w/in outpatient appointment at their facilities. | | | | | | | | | | | | | | | | |
| Morton Plant Mease Dunedin Hospital | 600 Main Street Dunedin, FL 34608 | (727) 734-6107 | No | South of Alderman to Sunset Point Rd | Monday - Friday 8 a.m. - 4 p.m. | None for transp. to outpatient appointments at their facilities. | Yes | Have to be patient w/in outpatient appointment at their facilities. | | | | | | | | | | | | | | | | |
| MPO Transportation Disadvantaged Program | 7740 66th St. North Pinellas Park, FL 33781 | (727) 545-2100 | No | All Pinellas County. Out of county trips sometimes for medical reasons for Pinellas County residents. | 24 hours/7 days a week | \$1-4/trip | 72 hours | Yes | | | | | | 200% of federal poverty level (ex. \$1276/mo 1 person bh) | | | | | | | | | | |
| Neighborhood Care Network | 13790-C 49th Street North Clearwater, FL 33762 | (727) 571-4384 | Only in special circumstances | Pinellas County for most trips/10 mile radius for medical | Pickup Monday - Friday 9am-3pm; other days can be arranged-service fee basis | None for most services; \$3 one-way for TD Program services | 7 days | Yes | | | | | | Can't be a Medicaid recipient | | | | | | | | | | |
| Operation PAR, Inc. | 6655 66th Street N. Pinellas Park, FL 33781 | (727) 545-7564 | Yes | Pinellas and Pasco Counties | 7 days a week/24 hours a day | \$3/each way | 48 hours | No | | | | | | | | | | | | | | | | |
| Personal Enrichment Thru Mental Health Services, Inc. | 11254 58th Street N. Pinellas Park, FL 33782 | (727) 545-6477 | No | Pinellas County | 7 days a week/24 hours a day | \$3/each way | 48 hours | No | | | | | | | | | | | | | | | | |
| Pinellas Association for Retarded Children (PARC) | 31807 yone Blvd. N. St. Petersburg, FL 33716 | (727) 345-9111 | Yes | Pinellas County | Monday-Friday/5am-5pm | \$4.90/each way | 24 hours | No | | | | | | | | | | | | | | | | |
| Pinellas Suncoast Transit Authority PSTA | 3201 Scherer Drive St. Petersburg, FL 33716 | (727) 540-1900 | Yes | Pinellas County | See bus schedules for specific route day/times. | REGULAR FARE: \$1.25, \$3.00 daily GO card, \$45.51-day GO card REDUCED FARE: 60 cents, \$1.50 daily GO card, \$25.00 for 31 day GO card | None | No | | | | | | | | | | | | | | | | |
| Suncoast Center for Community Mental Health, Inc. | 4024 Central Ave. P.O. Box 10070 St. Petersburg, FL 33733 | (727) 327-7656 | Yes | Pinellas County | 7 days a week/24 hours a day | \$3/each way | 48 hours | No | | | | | | | | | | | | | | | | |
| Sun Coast Hospital | 3025 Indian Rocks Road Largo, FL 33774 | (727) 581-9474 | Yes | Pinellas County | 7 Days a week 5am-midnight | None for transp. to outpatient appointments at their facilities. | As soon as possible | Have to be patient w/in outpatient appointment at their facilities. | | | | | | | | | | | | | | | | |
| Upper Association for Retarded Citizens | 1501 N. Belcher Road, Suite 249 Clearwater, FL 33765 | (727) 799-3330 | Yes | Upper Pinellas County | Monday-Friday/5am-5pm | \$2.50/each way | 1 hour | No | | | | | | | | | | | | | | | | |
| Van Gogh's Palette, Inc. dba Vincent House | 4801 7th Av. N. Pinellas Park, FL 33781 | (727) 541-0321 | No | Pinellas County | 7 days a week/24 hours a day | \$3/each way | 48 hours | No | | | | | | | | | | | | | | | | |

| Private Providers (Pay for Service) | Address | Phone | Seasonal Resident Service? | Geographical Region | Days/Times of Transportation Service | Cost | Advance Notice | Application Required | Wheelchair | Ambulatory | Individual | Group (Max #) | Income limits | Monthly Income level | Disability | Age | Other Restrictions | Medical | Pharmacy | Grocery | Employment | Job related education | Education | Other Life Sustaining | Group Dining | |
|---|--|---|----------------------------|--|---|---|--|----------------------|------------|------------|------------|--|---------------|----------------------|------------|-------|---|---------|----------|---------|------------|-----------------------|-----------|-----------------------|--------------|--|
| Ageless Placements, Inc. | 600 Bypass Drive Clearwater, FL | (727) 571-4384 | No | Pinellas County | Monday -Friday 9am - 4:30pm, 24 hr answering service | \$12.95 per hr / \$30 per mile | 24hrs | | | | | | | | | (60+) | | | | | | | | | | |
| Bay Area Taxi Service | 5201 Gulf Port Boynton Beach, FL 33706 | (727) 367-3702 | Yes | South County/St. Petersburg (normal service area & South of Ulmerton) | 24 hours 7 days a week | \$2.30 drop plus \$2.30 per mile | No | | | | | | | | | | | | | | | | | | | |
| Bayshore Health & Homemaker Services, Inc. | 2430 West Bay Drive Largo, FL 33770 | (727) 586-0044 (Largo) (727) 322-2366 (St. Pete) (727) 939-0044 (Palm Harbor) | Yes | Palm Harbor - Curlew N to Pasco; Largo-Ulmeron N to Curlew; St. Pete-Ulmeron to Skyway | Monday -Friday 8:30 a.m.-5 p.m. | 2 hour min. of \$20.95 each hour plus 40 cents per mile. If no hands on care a 2hr minimum of \$18.25 each hour plus \$ 0.35 each mile charge | Yes, 1-2 days | Yes, apply by phone | | | | | | | | | No restrictions on provision of service due to private pay structure | | | | | | | | | |
| Care Ride, LLC, Wheelchair Transportation Service | 4923 71. St. Avenue, Pinellas Park, FL 33780 | (727) 866-1193 | Yes | All of Florida but originating in Pinellas | 7 days/wk, 5am - 8pm Other times if trip is prescheduled. | \$19.95 plus \$2.65/mile plus \$3.00 gas surcharge | Yes, 1 hour | | | | | (Max 4 w/c & 2 ambulatory) | | | | | | | | | | | | | | |
| Caregivers for Seniors, Inc. | 1146 Chancellor Drive, Holiday, FL 34688 | (727) 524-7972 | No | Pinellas County | 24 hours 7 days a week | 12 hours/wk minimum companion services; must be a client to get transportation; \$12 per hour for services. | Schedule with assigned companion | | | | | | | | | | Also available Caring Companionship and just being a Friend, preparation and serving of nutritious meals, Helping with walking and getting in and out of bed, Light housekeeping, laundry, and changing of linens, Medication reminders, Grocery shopping and r | | | | | | | | | |
| Clearwater Yellow Cab | 16991 West Highway 19 North Saint Petersburg, FL 33701/16991 US 19 Hwy, Clearwater, FL 33764 | (727) 821-7777 (St. Pete) (727) 799-2222 (Clearwater) | Yes | All Pinellas | 24 hours 7 days a week | \$2.25 drop, \$2.00 per mile, \$0.50 gas surcharge | As soon as possible | | | | | (Max 15 in van & 25 on bus with notice) | | | | | | | | | | | | | | |
| Home Health Works | 301 Turner Street Clearwater, FL 33756 | (727) 442-5612 | Yes | Pinellas & Pasco Counties | Monday - Friday 9 a.m. - 5 p.m. | \$15/hour and 50 cents/mile - 3 hours minimum; \$65 charge for assessment - waived if become a patient | Schedule as part of companion services | | | | | | | | | | Evaluation is needed, there is a \$65.00 charge. Companion/Homemaker and health aide for any person 18 and older with a physical impairment | | | | | | | | | |
| Modifleet Systems, Inc. | 16117 U. S. 19 N. Suite A Clearwater, FL 33764 | (727) 586-2811 | Yes | Pinellas & Pasco County | 7 days a week 24 hours a day | \$15 with private wheelchair with private stretcher | \$60 1 hour | | | | | | | | | | | | | | | | | | | |
| Rent-A-Hand | 1135 Pasadena Avenue S., Ste 160 St. Petersburg, FL 33707 | (727) 347-3424 | Yes | South County (South of Gulf to Bay) | Monday - Saturday 8 a.m. to 8 p.m. | \$22 for first hour \$10 for second hour | 24 hours | | | | | | | | | | | | | | | | | | | |
| United Cab | 16117 U.S. 19 N., Suite A, Clearwater, FL 33764 | (727) 535-5000 | Yes | All Pinellas | 24 hours 7 days a week | \$1.75 drop, \$2.00 per mile, \$1.00 gas surcharge | No | | | | | (Max 5 per cab) | | | | | | | | | | | | | | |
| VP Wheelchair Transport | 5670 54th North Avenue Suite A2 Kenneth City, FL 33709 | (727) 530-3181 | Yes | South County (Pick ups only South of Ulmeron) | Monday - Saturday 5:30am - 6:30pm Sun. and other trips by appt. | \$19.50 each way plus \$2.25 per mile, \$2.50 gas surcharge | 24 hours preferred | | | | | (Max 2 w/c, 7 amb. or 3 w/c, 4 ambulatory) | | | | | | | | | | | | | | |
| Wheelchair Transport Service | 16117 A US Highway 19 Clearwater, FL 33764 | (727) 586-2811 | No | All Pinellas | 24 hours 7 days a week | \$19.00 plus \$1.90/mile plus \$2.00 gas surcharge | 24 hours preferred | | | | | (Max 5 per cab) | | | | | | | | | | | | | | |

| Provider | Provider Information | | | | | | Type of Transportation | | | | Eligibility | | | | Type of Trips | | | | | | | | | | | |
|--|---|----------------|--------------------------------|---|---|-----------------------------------|--|------------------------|------------|------------|-------------|-------|---------------|----------------------|---------------|--------------------|--|---------|----------|---------|------------|-----------------------|-----------|-----------------------|--------------|--|
| | Address | Phone | Service to seasonal residents? | Geographical Region | Days/Times of Transportation Service | Cost | Advance Notice | Application? Required? | Wheelchair | Ambulatory | Individual | Group | Income limits | Monthly Income level | Disability | Age | Other Restrictions | Medical | Pharmacy | Grocery | Employment | Job related education | Education | Other Life Sustaining | Group Dining | |
| A.F.I.R.E. of Pasco County, Inc. | P.O. Box 933 Efters, FL 34680 | 727-849-8982 | No | Pasco County | M-Fri 7am to 4pm | None | Set up by the program | Yes | • | | • | | | | • | Over the age of 22 | Provides transportation of developmentally impaired people to and from school, with occasional field trips. Who are no longer eligible for public school due to age. | • | • | • | • | • | • | • | • | |
| American Cancer Society - Road to Recovery | | 800-227-9954 | No | Pasco County | M-Fri 8am - 6 pm Other days and hours can be arranged on a service fee basis. | None | 48-72 hrs | Yes | | • | | | | | | | Only registered cancer patients to chemotherapy and radiation appointments only. | • | | | | | | | | |
| Boys and Girls Club of Pasco, Inc. | 8239 Youth Lane Port Richey, FL 34688 | 727-842-5673 | No | West Pasco County and Shady Hill Area | 7:30 am - 9:30 am and 2:30pm - 6pm Mon & Wed 7:30 am - 9:30am & 2:30pm - 6pm. During the | Cost per Trip | Set up by the program | Yes | | | • | | | | | | Provides transportation to youth to and from field trips & from school to the club. | | | | | | • | • | | |
| Boley Center, Inc. | 445 31st Street N. St. Petersburg, FL 33713 | (727) 821-4819 | No | Pinellas, Pasco, and Hillsborough Counties | Monday-Friday/7am-4pm | \$3/each way | 48 hours | No | • | • | | | | | | | various programs offered with different requirements | • | • | • | • | • | • | • | • | |
| Florida Department of Veterans' Affairs | 6919 Parkway Boulevard/Land O' Lakes, FL 34639 | 829-558-5000 | No | Pasco County | 7 days a week 24 hours a day | | Set up by the program | Yes | • | | | | | | | 60 or older | Transportation of specialized needs clientele between nursing home and Veterans' Hospital | • | | | | | | | | |
| James P. Gills Family YMCA | 84121 Photonics Drive New Port Richey, FL 34655 | 727-375-9622 | Yes | West Pasco County | M-Fri 7am - 6pm | Cost per Trip | Set up by the program | Yes | | | • | | | | | | Provides Transportation of youth to before & after school programs, camps, rope courses, or other YMCA programs. | | | | | | • | • | | |
| Lighthouse for the Visually Impaired and Blind, Inc. | 8610 Gakken Wilson Blvd. Suite B Port Richey, FL 34668 | 727-815-0303 | Yes | Pasco County | M-Fri 8am - 4:30 pm | Free | Set up by the program | Yes | | | | | | | | | Provides transportation to the program and home for the blind & visually impaired citizens of Pasco County | | | | | | | | | |
| Transportation Disadvantaged (TD) | 8620 Gayland Wilson Blvd New Port Richey, FL 34668 | 727-834-3322 | Yes | All Pasco County; Out of county trips sometimes for medical reasons for Pasco County residents. | 24 hours/7 days a week | \$2 / trip | 24 hours | • | • | • | • | | | | | | | • | • | | | | | | | |
| San Antonio Boys Village, Inc. | 11689 Boys Village Drive, P.O. Box 505, San Antonio, Florida 33576 | 352-588-3786 | Yes | Pasco County | 7 days a week 24 hrs a day, transportation for juveniles available M-Fri | None | Set up by program. Provides court appointed transportation for juveniles five days a week | | | | • | • | • | | | | | | | | | | | | | |
| Youth and Family Alternatives, Inc. | 674 Commerce Avenue Port Richey, FL 34668 | 727-569-1004 | No | Pasco County | M-Fri 7am - 6pm | Cost per Trip | Provides transportation of at risk children to and from day care providers in Pasco County | | | • | • | | | | | | | • | • | | | | | | | |
| Pasco County Public Transportation (Paratransit) | 8620 Gayland Wilson Blvd New Port Richey, FL 34668 | 813-235-6073 | No | Pasco County | M-Fri 8am - 4:30 pm Other days and hours can be arranged on a service fee basis. | \$1 Each way. No Fees for the 60+ | 7 days | Yes | • | | • | • | | | | | 65 and older receive a discount | • | • | • | • | • | • | • | • | |

| Private Providers (Pay for Service) | Address | Phone | Service to seasonal residents? | Geographical Region | Days/Times of Transportation Service | Cost | Advance Notice | Application? Required | Wheelchair | Ambulatory | Individual | Group | Income limits | Monthly Income level | Disability | Age | Other Restrictions | Medical | Pharmacy | Grocery | Employment | Job related education | Education | Other Life Sustaining | Group Dining | |
|---|--|--|--------------------------------|---|--------------------------------------|---|--|-----------------------|------------|------------|------------|-------|---------------|----------------------|------------|-----|---|---------|----------|---------|------------|-----------------------|-----------|-----------------------|--------------|--|
| Silver Streak Cab Co. | Port Richey, FL 34668 | 727-849-6477 West Pasco | Yes | Pasco County | 7days a week 24 hrs a day | Individual deposit accounts. You deposit \$500.00. Then use a draw rather than paying for each individual fare. | As soon as possible, at least 24 hrs ahead | • | • | • | • | • | • | • | • | • | • | • | • | • | | | | | | |
| Bayshore Health and Homemaker Services, Inc. | 2435 US Highway 19 Suite 105 Holiday, FL 34691 | 727-939-0044 | No | Pasco County | 7 days a week 8 am to 8pm | 1 hr \$25.95, for 2 hrs \$19.95, \$.40 Per Mile | 3days | Yes | | | • | | | | | 60+ | | • | • | • | • | • | • | • | • | |
| Carelift | 5637 Morrine Pkwy New Port Richey, FL 34652 | 727-848-1733 | Yes | Pasco County - Cities of Bayonet Point, Port Richey & Hillsborough County | M-Fri 8am to 4pm | Free | Set up by the program | No | • | | • | | | | | | For outpatient client's appointment only from Moron plant, Messe, HCA New Port Richey & HCA Bayonet Medical Only. | • | | | | | | | | |
| The Harbor Behavioral Health Care Institute, Inc. | P.O. Box 428 New Port Richey, FL 34656 | 727-841-4200 | No | Pasco County | 7 days a week 24 hrs a day | Free | Set up by program, Provides a full spectrum of mental health and substance abuse treatment for adults and children | | • | • | | | | | | | | • | | | | | | | | |
| Yellow Cab | | 727-843-0000 West Pasco 352-567-7777 East Pasco | | Pasco County | 7days a week 24 hrs a day | Individual deposit accounts. You deposit \$200.00 Then billing begins 30 days after initial service | As soon as possible, at least 24 hrs ahead | • | | • | • | | • | • | • | • | • | • | • | • | | | | | | |
| Youth and Family Alternatives, Inc. | 674 Commerce Avenue Port Richey, FL 34668 | 727-569-1004 | No | Pasco County | M-Fri 7am - 6pm | Cost per Trip | Provides transportation of at risk children to and from day care providers in Pasco County | | | | • | • | | | | | | • | • | | | | | | | |

| Provider | Provider Information | | | | | | | Type of Transportation | | | | Eligibility | | | | Type of Trips | | | | | | | | | | |
|--|--|----------------|--------------------------------|--|--|---|------------------|---|------------|------------|------------|-------------|---------------|--|------------|---|---|---------|----------|---------|------------|-----------------------|-----------|-----------------------|--------------|---|
| | Address | Phone | Service to seasonal residents? | Geographical Region | Days/Times of Transportation Service | Cost | Advance Notice | Application? Required | Wheelchair | Ambulatory | Individual | Group | Income limits | Monthly income level persons who lose SSI benefits | Disability | Age | Other Restrictions | Medical | Pharmacy | Grocery | Employment | Job related education | Education | Other Life Sustaining | Group Dining | |
| Agency for Community Treatment Services (ACTS) | 4612 N 56th St. Tampa, FL 33610 | (813) 201-3400 | No | Pinellas, Hillsborough, Polk and Manatee Counties | N/A | \$3/each way | 48 hours | Yes, unless court or state agency ordered | | | • | • | | | | | • | • | • | • | • | • | • | • | • | |
| American Red Cross - Angel Wings | 3310 West Main St. Tampa, FL 33607 | 813-348-4820 | Yes | Hillsborough County | M-Fri 9:30am - 12 pm, Dispatch hrs 8am - 4pm | Free for those who qualify | 24 hrs | Yes | | | • | | | | • | 60+ | Must be able to ride by themselves and be able to get off and on | • | • | • | • | • | • | • | • | |
| Angel Flight Southeast | 8864 Airport Boulevard Leesburg, FL 34788 | 352-326-0761 | Yes | Entire state of Florida | | Free | 3to 5 days | Yes | • | | | | | | | Medically stable & able to sit up, right and fasten seat belt. Must be able to fly in unpressurized 4-6 seater aircraft. Must have financial needs for services requiring treatment not available locally, must obtain physician release. Additional services ind | • | | | | | | | | | |
| Bay Area Commuter | 1408 N. Westshore Boulevard Suite 704 Tampa, Florida 33607 | 800-999-7433 | Yes | Hillsborough, Pasco, Pinellas, Citrus & Hernando Counties. | M-Fri 8am - 5pm | Divided fee | | prearranged meeting or appointments | | | | • | | | | | | | | | • | | | | | |
| Boley Center, Inc. | 445 31st Street N St. Petersburg, FL 33713 | (727) 821-4819 | No | Pinellas, Pasco, and Hillsborough Counties | Monday-Friday/7am-4pm | \$3/each way | 48 hours | No | • | • | | | | | | | various programs offered with different requirements | • | • | • | • | • | • | • | • | |
| Gulf County ARC Transportation | 309 Williams Ave Port St. Joe, FL 32456 | 850-229-6550 | Yes | Hillsborough County, Calhoun, Okaloosa, Alachua, St. Johns, Columbia, Gulf County, Escambia, Taylor, Leon Counties | Sun- Sat 7am to 12:45 pm | 1.03 each way | 24 hrs | No | • | • | • | | | • | 60+ | | • | • | • | • | • | • | • | • | • | |
| HART Flex | 4304 21st Avenue East Tampa, FL 33605 | 813-254-4278 | Yes | Hillsborough County | M-Fri 6:30 am - 11:30 pm, Sat - Sun 7am - 12pm | \$2.50, \$3.75 or \$5.00 depending on what the trip would cost if the regular fixed line routes were used | No | No | | | • | • | | • | 60 + | Available for people able to use the fixed route bus service but unable to get to a bus stop. The flexible bus route is available on each trip for an additional fee | • | • | • | • | • | • | • | • | • | |
| HART Line | 4304 21st Avenue East Tampa, FL 33605 | 813-254-4278 | Yes | Hillsborough County | M-Fri 6:30 am - 11:30 pm, Sat - Sun 7am - 12pm | \$2.50, \$3.75 or \$5.00 depending on what the trip would cost if the regular fixed line routes were used | No | No | • | | • | • | | • | 60 + | | • | • | • | • | • | • | • | • | • | |
| HART Link | 4304 21st Avenue East Tampa, FL 33605 | 813-254-4278 | Yes | Hillsborough County | M-Sat 4:30 am-11:15pm, Sun & 7am-8pm | \$2.60, up to \$5.00 depending on what the trip would cost if the regular fixed line routes were used | Yes | Interview also required. | • | | | | • | • | 60 + | Available for eligible riders who can ride the bus but cannot get to or from a bus stop due to geographic or man-made barriers or due solely to their disability. Van pilots up and drops off at the designated and accessible bus stop to make a connection with a | • | • | • | • | • | • | • | • | • | • |
| HART Plus | 4023 Armenia Avenue Tampa, FL 33607 | 813-254-4278 | Yes | Hillsborough County | Mon-Sun 4:30am - 10pm | \$1.25 Per Trip | 2 days | | | | | | • | • | 60 + | | • | • | • | • | • | • | • | • | • | |
| Hillsborough County Sunshine Line | | 813-272-7272 | Yes | Hillsborough County | Mon -Fri 6am- 6pm, Sat 8am-5pm | Based on clients eligibility and funding source rules | At least 2 weeks | Yes | • | | • | • | | | • | 61 + | Provides door-to-door transportation and bus passes for elderly, low income & disabled persons, including Healthcare clients. But non-medical trips are provided on a space-available basis | • | • | • | • | • | • | • | • | • |
| MMG Medicaid Transportation | 502 N Oregon Ave Tampa, FL 33602 | 813-253-3618 | No | Hillsborough County | 5am-5pm, M-F, Scheduling 7am-5pm M-F | Private \$15.15 pick-up (First 6 miles included) + \$1.00 a mile, \$3.00 for extra person | | | | | | | | | | | Medicaid clients | • | | | | | | | | |
| National Medi Van Ambulance Service | 3812 W Linebaugh Ave, Tampa, FL 33624 | 813-264-9131 | No | Hillsborough County | | Sliding fee scale. Wheelchair \$24.50 base + \$2.00 per mile | | Yes | • | • | | | | | | | • | | | | | | | | | |

| Private Providers (Pay for Service) | Address | Phone | Service to seasonal residents? | Geographical Region | Days/Times | Cost | Advance Notice | Application Required | Wheelchair | Ambulatory | Individual | Group | Income limits | Monthly Income level | Disability | Age | Other Restrictions | Medical | Pharmacy | Grocery |
|--|--|--------------|--------------------------------|--------------------------------|---|--|--|----------------------|------------|------------|------------|-------|---------------|----------------------|------------|------|---|---------|----------|---------|
| Elite Transportation | P.O.Box 6574 Fort Myers, FL 33911 | 239-334-6001 | | Entire state of Florida | Sun-Sat 6am - 6pm | Fee for service basis | 24 hrs | No | • | • | • | • | | | | 60+ | Also provides non-emergency Transport, Medical only | • | | |
| Home Instead Senior Care | 2901 W. Busch Blvd. Suite 201 Tampa, Florida 33618 | 813-930-9366 | Yes | Hillsborough & Pinellas County | Sun- Sat 1am to 12:45 pm | \$17.00 per hr=Weekdays, \$18.00 per hr =Weekends | 48hrs | Yes | • | | • | • | • | • | • | 60+ | Application, interview and matching with a home health care aid | • | • | • |
| Gentry Transport | 3131 Northwest 13th Street Suite 51, Gainesville, FL 32609 | 352-338-0500 | | Entire state of Florida | Sun - Sat 1am - 12:45 pm | | 1 hr, Long distance journeys require 24 hrs advanced notice \$50.00 | No | | • | | | | • | • | | Also provides non-emergency Transport, Medical only | • | • | • |
| American Medical Response Services | 4914 West Knox Street Tampa, FL 33639 | 813-865-7722 | Yes | Hillsborough County | Mon-Fri, 9am - 5am | \$65.00 Base rate, \$3.99 a mile | 1 or 2 days | Yes | • | • | • | | | | | | As long as they can take care of themselves | • | • | • |
| Advanced Quality Transport Service, Inc. | 478 Wholesale Court N.Fort Myers, FL 33903 | 259-656-0911 | Yes | Entire state of Florida | Sun- Sat 1am to 12:45 pm.Dispatch 24 hrs a day | Varies depending on your county and what type of transportation is needed | 1 or 2 days | No | • | • | • | | • | • | • | | General Public and Private pay consumers eligible | • | • | • |
| American Medical Pathways | | 888-290-4956 | No | Entire state of Florida | M-Fri 8am - 4pm, Dispatch hours from 8am-6pm M thru Fri | Free, up to 10 one way trips or 5 round trips per month | 48 hrs | Yes | | | | • | | | | 60 + | Services offered to foundation Health Senior Value Medicare plan members only. transports seniors to participating health centers/clubs | • | | |
| Greyhound | 610 East Polk Street, Tampa, FL 33602 | 800-846-0754 | Yes | Entire state of Florida | 7 days a week, 24 hrs a day | Reduced fare by 5% for seniors, fare dependent on how far of a distance one is traveling | Not Required | No | • | | • | • | | | | | | | | |
| Safe Care Cabulance | 13222 Broadhurst, Fort Myers, FL 33919 | 239-481-9758 | Yes | Entire state of Florida | Mon-Fri 6am - 9pm | Dependent, Fee for service | 24 hrs | Yes | • | • | • | | | | • | 60+ | Also provides non-emergency Transport, Medical only | • | • | • |
| Sessaly-Rose Transit | 1839 S Monroe St # B Tallahassee, FL 32301 | 850-222-8232 | Yes | Entire state of Florida | M - Fri 4:30 am - 7 pm | | 24 hrs | No | • | • | | | • | • | • | 60+ | TD clients cannot go outside county | • | • | • |
| Specialized Transportation Sunshine Line | 4023 N. Armenia Avenue, Suite 300 Tampa, FL 33607 | 813-272-7272 | No | Hillsborough County | Mon-Fri, 9am - 5am | Varies on dependent on which funding source you qualify, up to \$7.50 each way | 30 days in advance | Yes | | • | • | | • | | | | | • | • | • |
| Wheelchair Handy Vans | | 813-960-1415 | | Hillsborough County | | Wheelchair \$19.50 + \$2.25 per mile | | No | | | | | | | | | | | | |

Hillsborough County Public Transit Routes

Brandon/Riverview/FishHawk

- Route 8 – Progress Village/Brandon
- Route 31 – South Hillsborough County
- Route 37 – Brandon/Netp@rk
- Route 46 – Davis Islands/West Brandon
- Route 22X – Dover/Brandon Express
- Route 24X – FishHawk/Riverview MacDill AFB Express
- Route 25X – South Brandon MacDill AFB Express
- Route 27X – FishHawk/South Brandon Express
- Route 28X – Seffner/Dover Express

Central Tampa

- Route 1 – Florida Avenue
- Route 2 – Nebraska Avenue
- Route 5 – 40th Street
- Route 6 – 56th Street
- Route 9 – 15th Street
- Route 12 – 22nd Street
- Route 14 – Armenia Avenue
- Route 15 – Columbus Drive
- Route 16 – Waters Avenue
- Route 18 – 30th Street
- Route 32 – Dr. M.L. King Jr. Boulevard
- Route 34 – Hillsborough Avenue
- Route 39 – Busch Boulevard
- Route 41 – Sligh Avenue
- Route 44 – UATC/Habana Avenue/Westshore Plaza
- Route 45 – UATC/Rome Avenue/Westshore Plaza

Downtown Tampa

- There are 19 local transit routes that operate in Downtown Tampa
- There are 12 express routes that come into Downtown Tampa
- The TECO Lines Streetcar operates between the downtown CBD and Ybor City

East Tampa

- Route 5 – 40th Street
- Route 6 – 56th Street

- Route 8 – Progress Village/Brandon
- Route 15 – Columbus Drive
- Route 31 – South Hillsborough County
- Route 32 – Dr. M.L. King Jr. Boulevard
- Route 34 – Hillsborough Avenue
- Route 37 – Brandon/Netp@rk
- Route 39 – Busch Boulevard
- Route 41 – Sligh Avenue
- Route 46 – Davis Islands/West Brandon
- Route 57 – UATC/Temple Terrace/Netp@rk

New Tampa

- Route 51X – New Tampa Express
- Route 52X – New Tampa/University North Express

Northeast County

- Route 32 – Dr. M.L. King Jr. Boulevard
- Route 28X – Seffner/Dover Express

Northwest County

- Route 7 – West Tampa/Citrus Park
- Route 16 – Waters Avenue
- Route 30 – Town ‘n’ Country
- Route 33 – Fletcher Avenue
- Route 34 – Hillsborough Avenue
- Route 36 – Dale Mabry/Himes Avenue
- Route 39 – Busch Boulevard
- Route 41 – Sligh Avenue
- Route 88 – Town ‘n’ Country Connector
- Route 26X – Carrollwood Express
- Route 50X – Citrus Park Express
- Route 59LX – Westchase/Town ‘n’ Country Limited Express

South County

- Route 31 – South Hillsborough County
- Route 84 – South County Circulator

South Tampa

- Route 4 – Palma Ceia/MacDill

- Route 14 – Armenia Plaza
- Route 19 – Port Tampa
- Route 30 – Town ‘n’ Country
- Route 36 – Dale Mabry/Himes Avenue
- Route 46 – Davis Islands/West Brandon
- Route 85 – South Tampa Weekend Connector
- Route 98 – In-Town Trolley Hyde Park
- Route 24X – FishHawk/Riverview MacDill AFB Express
- Route 25X – South Brandon MacDill Air Force Base Express

Temple Terrace

- Route 6 – 56th Street
- Route 39 – Busch Boulevard
- Route 57 – UATC/Temple Terrace/Netp@rk
- Route 23X – Temple Terrace Express

U.S.F/North Tampa

- Route 1 – Florida Avenue
- Route 2 – Nebraska Avenue
- Route 5 – 40th Street
- Route 6 – 56th Street
- Route 9 – 15th Street
- Route 12 – 22nd Street
- Route 14 – Armenia Avenue
- Route 18 – 30th Street
- Route 33 – Fletcher Avenue
- Route 36 – Dale Mabry/Himes Avenue
- Route 39 – Busch Boulevard
- Route 44 – UATC/Habana Avenue/Westshore Plaza
- Route 45 – UATC/Rome Avenue/Westshore Plaza
- Route 57 – UATC/Temple Terrace/Netp@rk
- Route 83 – University Area Connector
- Route 20X – Lutz Express
- Route 26X – Carrollwood Express
- Route 50X – Citrus Park/Carrollwood Express
- Route 52X – New Tampa/University North Express

Westshore/TIA

- Route 7 – West Tampa/Citrus Park
- Route 10 – Cypress Street
- Route 14 – Armenia Avenue
- Route 15 – Columbus Drive
- Route 30 – Town ‘n’ Country
- Route 32 – Dr. M. L. King Jr. Boulevard
- Route 34 – Hillsborough Avenue
- Route 36 – Dale Mabry/Himes Avenue
- Route 44 – UATC/Habana Avenue/Westshore Plaza
- Route 45 – UATC/Rome Avenue/Westshore Plaza
- Route 85 – South Tampa Weekend Connector
- Route 89 – South Tampa Connector
- Route 59LX – Town ‘n’ Country Limited Express

Pasco County Public Transit Routes

West Pasco Fixed Bus Routes

- Route 14 – Pasco-Hernando Community College (PHCC) to U.S. 19 & Moog Rd. (Universal Plaza)
- Route 18 – U.S. 19 & Marine Pkwy (Cross Bayou, adjacent to Kmart) to Arfaras Blvd. (Tarpon Springs Sponge Docks)
- Route 19 – U.S. 19 & SR 52 (Bayonet Pt. Plaza) to Huey Ave. (Tarpon Springs)
- Route 21 – U.S. 19 & Little Rd. (Scheer Community Center) to Gulf View Square Mall
- Route 23 – Gulf View Square Mall to U.S. 19 & Moog Rd. (Universal Plaza)
- Route 25 – Gulf View Square Mall to Seven Springs Blvd. & Mitchell Blvd. (Chelsea Plaza Shopping Center)

East Pasco Fixed Bus Routes

- Route 30 – Cummer Rd. & Bower Rd. to 5th Ave. & 7th St. (Zephyrhills City Hall)
- Route 31 – Pasco Hernando Community College to Adair Rd. & SR 52
- Route 30 – SR 54 & Dean Dairy Rd. (Zephyrhills Plaza) through 20th St. & North Ave. to SR 54 & Dean Dairy Rd. (Zephyrhills Plaza)

Pinellas County Public Transit Routes

Transit from/to Downtown St. Petersburg

- Route 1 – Williams Park (Downtown St. Petersburg to Gateway Mall)

- Route 4 – 25 Way S & Roy Hanna Dr. through Downtown St. Petersburg to 116 Ave. N & 7 St.
- Route 5 – Williams Park (Downtown St. Petersburg) through Tyrone Garden Shopping Center to Tyrone Square Mall
- Route 7 – Williams Park (Downtown St. Petersburg) through Central Plaza Terminal to Tyrone Square Mall
- Route 11 – Crossroads Mall to Pinellas Point Dr.
- Route 14 – Williams Park (Downtown St. Petersburg) to St. Pete Beach
- Route 15 – Williams Park (Downtown St. Petersburg) to Gulfport Casino
- Route 18 – Park Street Terminal (Downtown Clearwater) to Williams Park (Downtown St. Petersburg)
- Route 22 – Williams Park (Downtown St. Petersburg) through Northwest Center to Tyrone Square Mall
- Route 23 – Tyrone Square Mall through Lakeview Shopping Center to Williams Park (Downtown St. Petersburg)
- Route 32 – Downtown St. Petersburg Circulator
- Route 38 - Williams Park (Downtown St. Petersburg) through Northeast Shopping Center to Tyrone Square Mall
- Route 35 – St. Petersburg Pier to St. Pete Beach
- Route 59 – Williams Park (Downtown St. Petersburg) to Indian Rocks Beach
- Route 74 – Williams Park (Downtown St. Petersburg) through Lake Seminole Mall to Indian Rocks Shopping Center
- Route 79 – U.S. 19 Frontage Rd. to Williams Park (Downtown St. Petersburg)

Transit from/to Downtown Clearwater

- Route 52 – Park Street Terminal (Downtown Clearwater) to Williams Park (Downtown St. Petersburg)
- Route 60 – Park Street Terminal (Downtown Clearwater) to Drew St. & Bayview Ave.
- Route 67 – Park Street Terminal (Downtown Clearwater) to Oldsmar
- Route 73 – Tyrone Square Mall to Park Street Terminal (Downtown Clearwater)
- Route 75 – Gateway Mall through U.S. 19/34 St. N to Tyrone Square Mall
- Route 76 – Park Street Terminal (Downtown Clearwater) to Westfield Shopping Town Countryside
- Route 78 – Park Street Terminal (Downtown Clearwater) through Dunedin City Hall to Westfield Shopping Town Countryside
- Route 80 – Park Street Terminal (Downtown Clearwater) to Belleair Bluffs City Hall
- Route 82 – Park Street Terminal (Downtown Clearwater) through the Long Center to Westfield Shopping Town Countryside
- Route 90 – Commuter Service: Center Plaza Terminal to St. Pete Beach

- Route 93 – Commuter Service: Park Street Terminal (Downtown Clearwater) to 580 Park-n-Ride
- Route 96 – Commuter Service: Central Plaza Terminal to ICOT Center
- Route 97 – Commuter Service: Williams Park through 118th Ave. to Shoppes at Park Place
- Route 98 – Commuter Service: Park Street Terminal (Downtown Clearwater) to Carillon Office Complex

Transit in other areas

- Route 19 – U.S. Highway 19 from Tarpon Springs to Eckerd College
- Route 20 – Tyrone Square Mall to Pinellas Point Dr.
- Route 30 – Northeast Shopping Center to Tyrone Square Mall
- Route 58 – Gateway Mall to Park Blvd. Boat Ramp
- Route 61 – Palm Lake Village to Indian Rocks Shopping Center
- Route 62 – Tyrone Square Mall to The Shoppes of Boot Ranch
- Route 66 – Tarpon Springs to Indian Rocks Shopping Center
- Route 68 – Tyrone Square Mall to John’s Pass Village
- Route 444 – Pinellas Park Shuttle
- Pasadena Circulator

Inter-County Service

- Route 100X – Commuter Service: Gateway Mall to Downtown Tampa (Marion Transit Center)
- Route 300X – Express Service, Limited Stops Only: Ulmerton Park-n-Ride to Downtown Tampa (Marion Transit Center)